

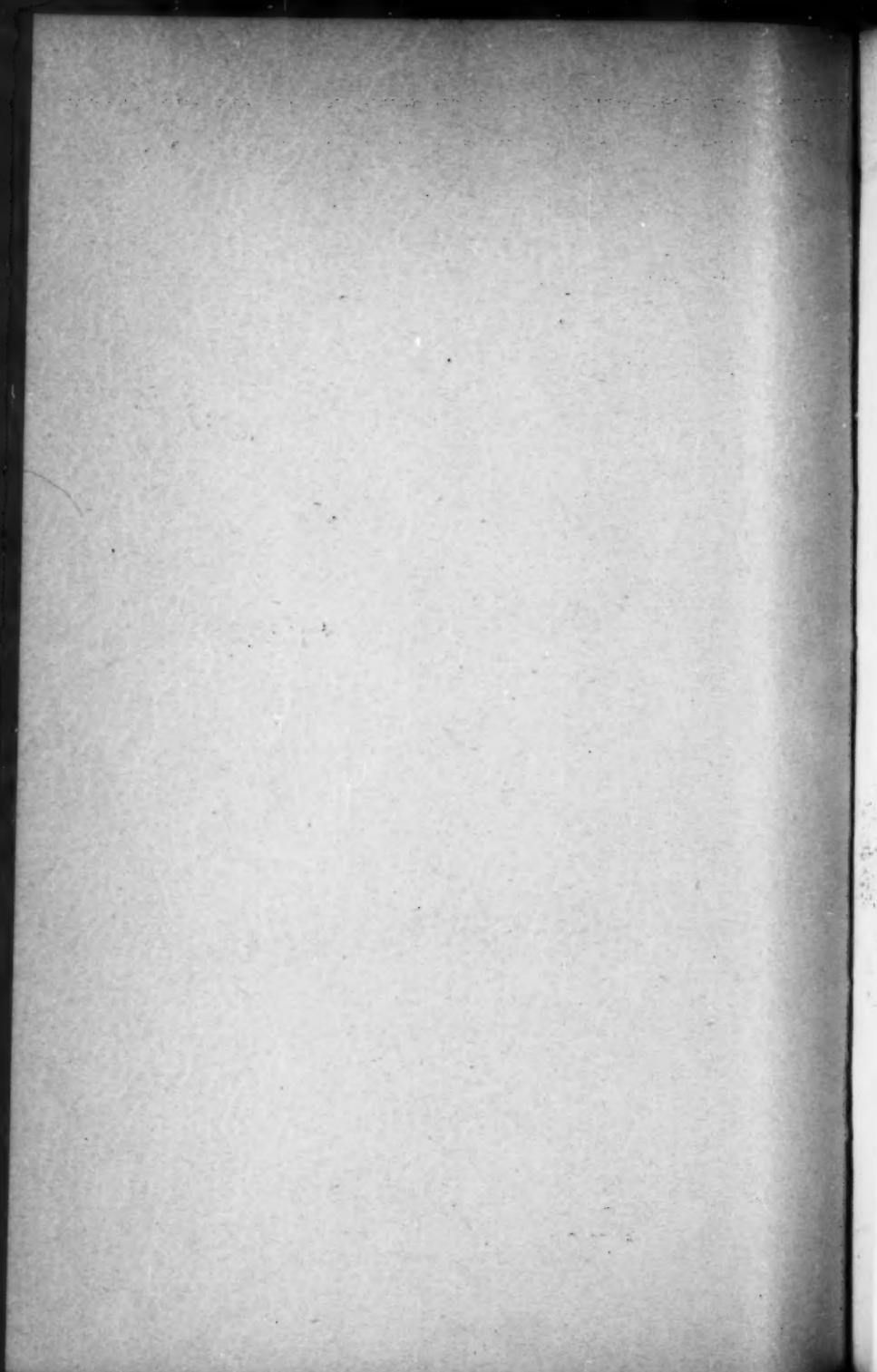
B U L L E T I N

No. 60



THE RAILWAY *and* LOCOMOTIVE
HISTORICAL SOCIETY

TRANSPORTATION LIBRARY



The Railroads of Oklahoma BULLETIN No. 60

BY

PRESTON GEORGE

Engineer, Oklahoma State Highway Commission

AND

SYLVAN R. WOOD

Associate Professor,

Oklahoma Agricultural and Mechanical College

COPYRIGHT 1943

BY THE RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY, INC.

ISSUED BY

THE RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY, INC.

BAKER LIBRARY, HARVARD BUSINESS SCHOOL

BOSTON, MASSACHUSETTS

JANUARY, 1943.

Price for Members \$1.00

Price for Non-Members \$2.00

Table of Contents

	Page
I. Short History of railroads in Oklahoma	6- 25
II. Table of railroads of Oklahoma with mileage according to 1940 records of the State Corporation Commission	26
III. Table of all companies which have operated lines of railroad in Oklahoma, inclusive of private railroads	27- 28
IV. Corporate History and construction records of railroads in Oklahoma. Main companies listed alphabetically by name	27- 73
V. Index of corporate identities that have built or operated steam or interurban lines of railroad in Oklahoma, with reference to main companies	74- 77
VI. Bibliography	78
VII. Map of Oklahoma with all lines of railroad built within the State during the period 1870-1940	79
Orlin H. Means	80

*Officers and Directors of the Railway and Locomotive
Historical Society, Inc.*

CHAS. E. FISHER, *President*
20 Wilde Road, Waban, Mass.

SIDNEY WITHERINGTON, *Vice President*
7 Briar Lane, New Haven, Ct.

WARREN JACOBS, *Secretary*
South Station, Boston, Mass.

HAROLD S. WALKER, *Assistant Secretary*
10 Winthrop Ave., Marblehead, Mass.

GEO. P. BECKER, *Treasurer*
96 Avon Hill St., Cambridge, Mass.

JOHN W. MERRILL, *Curator*
148 State St., Boston, Mass.

W. R. FOGG, *Director*
26 Monadnock St., Boston, Mass.

EDWARD HUNTERFORD, *Director*
44 Monroe Ave., Pittsford, N. Y.

DR. ARTHUR H. COLE, *Director*
Librarian, Baker Library, Harvard Business School, Boston, Mass.

ROBERT C. SCHMID, *Director*
266 Maitland Ave., West Englewood, N. J.

G. W. BISHOP, *Resident European Director*
12 Queen's Road, Kenilworth, Warwickshire, England

D. L. JOSLYN, *Resident Western Director*
2164 Castro Way, Sacramento, Calif.

R. L. MARTIN, *Mid-Western Representative*
1509 28th St., Rock Island, Ill.

GILBERT H. KNEISS, *Pacific Coast Representative*
18 Forest Lane, Berkeley, Cal.

ROBERT R. BROWN, *Eastern Canadian Representative*
700 St. Catherine St., West, Montreal, P. Q., Canada

NORMAN THOMPSON, *Western Canadian Representative*
Box No. 2004, Winnipeg, Manitoba, Canada

D. S. BARRIE, *British Representative*
Defending his Country.

CARLTON PARKER, *Exchange Manager*
45 Warren St., Newton Center, Mass.

CHAPTER OFFICERS
of The Railway and Locomotive Historical Society, Inc.

NEW YORK CHAPTER

ROGERS E. M. WHITAKER, *Chairman*
121 West 11th St., New York, N. Y.

WILLIAM T. GAYNOR, *Vice Chairman*
c/o New York Central System
Room 1261—466 Lexington Ave., New York, N. Y.

PAUL R. BRUSTMAN, *Secretary*
P. O. Box 434, Grand Central Annex, New York, N. Y.

ROBERT C. SCHMID, *Treasurer*
266 Maitland Ave., West Englewood, N. J.

CHICAGO CHAPTER

DAVID A. HILL, *Chairman*
208 South LaSalle St., Chicago, Ill.

DANIEL K. PETERSON, *Vice Chairman*
1423 North Lawndale Ave., Chicago, Ill.

MISS VERA LARSEN, *Secretary*
209 South LaSalle St., Chicago, Ill.

ADOLPH A. NEFF, *Treasurer*
10838 Calumet Ave., Chicago, Ill.

PACIFIC COAST CHAPTER

J. E. TURNER, *Chairman*
5150 Coronado Ave., Oakland, Cal.

G. M. BEST, *Vice Chairman*
511 North Sierra Dr., Beverly Hills, Cal.

S. F. MERRITT, *Secretary-Treasurer*
836 Alma Ave., Oakland, Cal.

TWIN CITIES CHAPTER

OSBORNE M. TAYLOR, *Chairman*
1900 Emerson Ave., South, Minneapolis, Minn.

W. H. ERSKINE, *Vice Chairman*
2371 Chilcombe St., St. Paul, Minn.

PARKER M. CONGDON, *Secretary-Treasurer*
2092 Juliet St., St. Paul, Minn.

The Railway and Locomotive Historical Society, INC.

COMMITTEE IN CHARGE OF PUBLICATIONS

CHAS. E. FISHER, *Editor*

O. KUHLER, *Art Editor*

ROBERT C. SCHMID, *Chairman, Eastern Committee*

C. B. CHANEY

C. F. GRAVES

H. E. NICHOLS

ROY L. MARTIN, *Chairman, Mid-West Committee*

D. L. JOSLYN, *Chairman, Western Committee*

G. H. KNEISS

S. F. MERRITT

ROBERT R. BROWN, *Chairman, Canadian Committee*

W. T. COMLEY

J. H. EDGAR

W. M. SPRIGGS

NORMAN THOMPSON

G. W. BISHOP, *Chairman, European Committee*

F. ACHARD

J. W. SMITH

E. ANDRE SCHEFER

Those of us who have read Rollo S. Brown's book—"I Travel by Train" have been given a good cross section of the people that make up this vast country. In this book the great southwest and its people have been commended for their initiative and their perseverance. States other than Oklahoma have their dust storms as some authors must admit.

It has remained for two of our members, Preston George and Sylvan R. Wood to collect and place in book form a brief story of the railroads of that state. While it is true that rail history did not commence until 1870, a great deal has transpired in the past seventy-two years. Their work has generally followed the plan adopted in our Wisconsin bulletin, produced in 1937 but with some improvements. A uniform system of numbering has been maintained throughout for each of the individual roads. By this means, the individual lines can be traced to the original road.

There has been none too much history written on any of our railroads in the great Southwest. One of the best volumes along these lines was reviewed in our Bulletin No. 59—"A History of the Texas Railroads," by S. G. Reed. Here the author has produced a readable and valuable volume for reference of the railroads of our largest state. In this volume, the authors have given us a clear outline of the conditions in

Oklahoma prior to the days of railroad construction as well as after construction actually started. This, accompanied with the record of construction by the actual corporations will make this volume of great value to our members and those engaged in research work. That they should be commended for their time spent in this research work should be apparent to every member of this Society.

Foreword

The purpose of the present work is that of presenting a concise treatment of the growth of Oklahoma's system of railroads. Herewith are delineated the conditions that led to the entry of railroads in the State and their subsequent development. The attempt has been made to portray the corporate growth of all common carrier lines that have operated within the borders of Oklahoma and to trace the construction of the more than 6,500 miles of track that today perform the silent but all-important service of linking Oklahoma with the United States at large. It is the hope of the authors that this work will be of value as an historical document and that it will serve as a source of inspiration to others in the preparation of similar works depicting the growth of railroads in other regions.

The Railroads of Oklahoma

By PRESTON GEORGE and SYLVAN R. WOOD

I. The origin and extension of lines of railroad within the borders of the present State of Oklahoma present certain aspects of an unusual, if not unique, character. To better understand the attendant circumstances requires a brief review of the facts concerned with the opening and settling of the western portions of the United States during the early and middle 1800's.

It was during the latter 18th and early 19th centuries that the inevitable westward and southward movements of population from the Atlantic States had its inception. At this time much of the southeastern United States was inhabited by Indian tribes which had long been settled in these regions. As the influx of white settlers into the Indian lands proceeded apace, conflict between the two factions became inevitable. As the situation became increasingly acute, it became evident that the problem was one to be settled only by action of the United States Government. With the Indian tribes stubbornly resisting encroachment on their domains against what soon came to be recognized as an irresistible influx of white settlers, the authorities at Washington cast about for a new region to which the Indians could be removed and where they would be free to develop their own civilization. It was to the region now embracing the State of Oklahoma that they turned for a solution to the problem.

As early as the year, 1819, that part of Oklahoma south of $36^{\circ} 30'$ had been included in the newly created Territory of Arkansas. The eastern boundary became fixed through the establishment of the State of Missouri in 1820. With the formation of what then became known as the Indian Territory, the western boundary was fixed at the 100th meridian and the southern border by the Red River. The northern boundary was finally established by the Kansas-Nebraska Act of 1854.

It was into this newly-created Indian Territory that the Government began to move the Indian tribes from their former habitat east of the Mississippi River. Between 1825, when the United States gave title to the land comprising this territory, until 1837 when the Chickasaw Tribe had been assigned lands in this region, the transfer was completed. It should be understood that the tribes affected were not wild aborigines but were nations which had attained a high degree of civilization. They held land in the new Indian Territory under treaty in exchange for their former holdings east of the Mississippi. They comprised what came to be known as the Five Civilized Tribes and included the Cherokees, Creeks, Seminoles, Choctaws and Chickasaws. Each tribe was, in fact, a nation and each had its own government, courts of law and schools. No one, not even the United States Government, could make claim to the land on which these tribes had been settled. Under the original treaties no railroad could legally enter this domain.

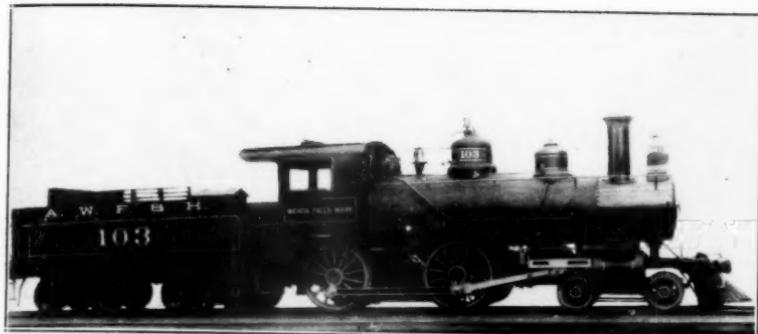
We have, then, a picture of a vast region of untold potential wealth devoted mainly to agriculture and the raising of cattle by these dark-skinned inhabitants. It is interesting to speculate at this time what

might have been the fate of this region had national events proceeded in a normal manner. But with the outbreak of the American Civil War in 1861, a chain of events transpired which was to profoundly affect the status of the Five Civilized Tribes and to bring about a drastic change in the history of the region they inhabited. Unfortunately for themselves, the Indian Nations chose to cast their lot with the Southern Confederacy. During the course of the conflict, their territory was overrun by guerrillas and other armed bands. The land was laid waste, cattle driven off, buildings burned and the inhabitants scattered far and wide. Disaster, in dire form, had overtaken the Five Nations.

Upon the termination of the War between the States in 1865, a period of reconstruction was begun. The Indian Territory, which long had been eyed by various interests, now became a bone of contention. Many demanded punishment of the Indians for their sympathy and aid to the Confederacy. Measures were introduced in Congress; pressure was brought to bear on the various Government heads in Washington, resulting finally in the former treaties being declared void. New treaties were drawn up July 19, 1866, the salient feature of which was that the Indian Tribes were required to permit one railroad east and west and another north and south through the Indian Territory. Thus, it was not until 1866 that a railroad became legally possible in this region. The land, however, was still under title to the Five Nations.

The building of railroads in the States and Territories adjoining the Indian Territory meanwhile had proceeded apace. The Pacific Railroad Bill had been passed by Congress and signed by President Lincoln in 1862. The provisions of the bill encouraged and made possible the construction of railroads by assigning grants of land to the railroad companies. Following the new treaties with the Five Nations, Kansas began demanding a railroad outlet to the Gulf and in 1866 Congress agreed to give right of way to the first railroad to reach a specified point on the southern border of Kansas near the present site of Chetopah.

As early as the 1850 decade there had been agitation in Kansas to build a railroad from Fort Leavenworth, via Lawrence and Fort Gibson, to Texas and on to Galveston, and it was due to this that construction was later begun by the Leavenworth, Lawrence and Galveston Railroad Company. It was about the same time (1866) that the Union Pacific (Southern Branch) began building from Junction City, near Fort Riley, toward Fort Gibson and Fort Smith. Meanwhile, the Kansas and Neosho Valley obtained permission from Congress to build from Kansas City southward through the eastern tier of Kansas counties and thence across the Indian Territory to Texas. However, as there had arisen in Congress some doubt as to the legality of more than one railroad building north and south across the Indian Territory, the stipulation was made that the first company to reach a specified point at the boundary would be awarded permission to continue across the Indian country. The Leavenworth, Lawrence and Galveston (later part of the Santa Fe System) apparently took it for granted they would be able to cross the Indian Territory whenever they got there and made no effort to enter into a contest with the other companies or even to build toward the designated point in the Neosho



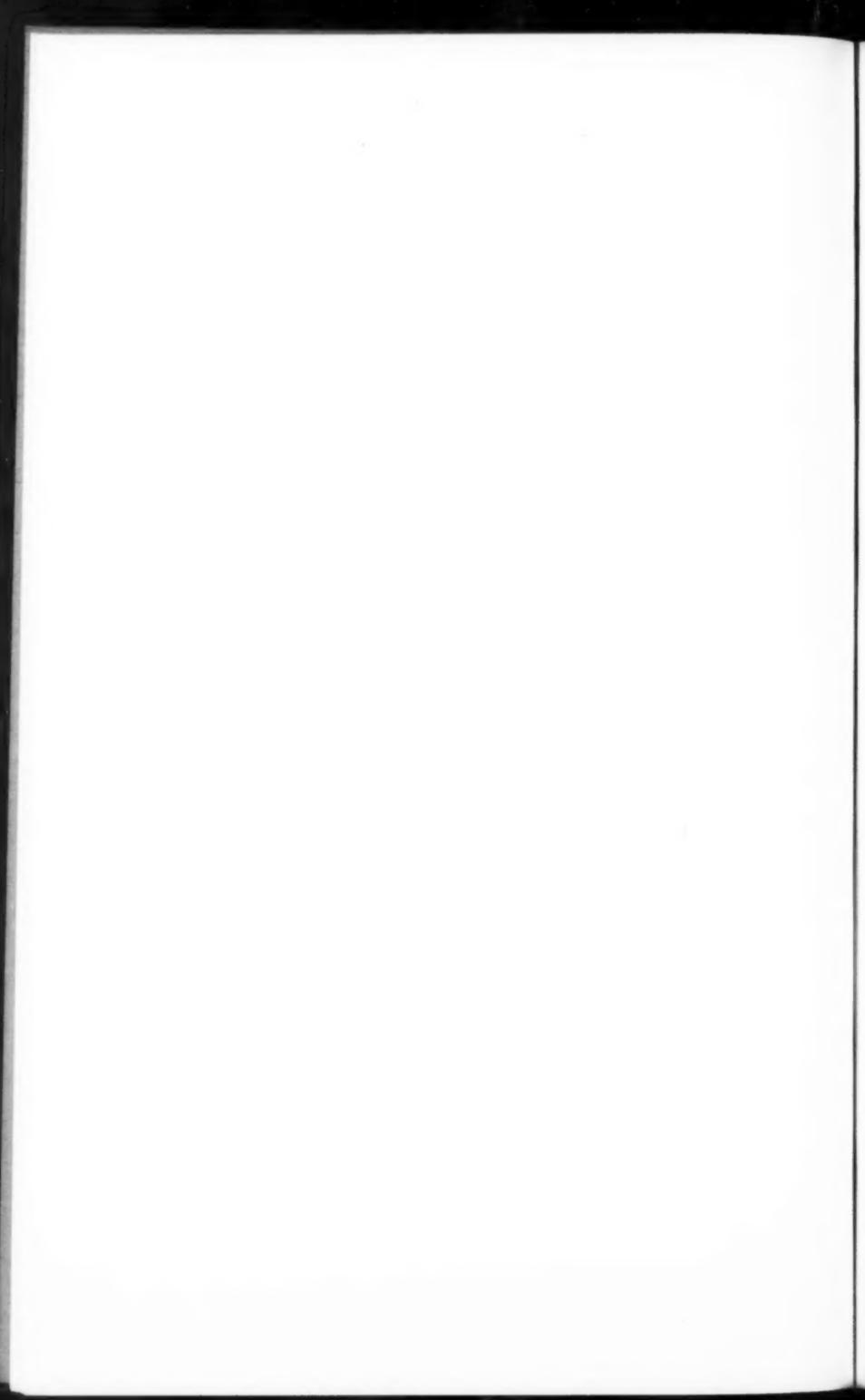
Courtesy of Baldwin Locomotive Works.

Altus, Wichita Falls & Hollis Ry. Co. of Oklahoma #103.
Baldwin 1910 M-K-T 922-1303.



Courtesy of A. T. & S. F. Ry. Co.

A. T. & S. F. Ry. Train #407, engine 558, near Sparks, Okla., 1927, passing Fort Smith
& Western crossing.



River valley, but instead headed toward a point farther west along the valley of the Verdigris River. Meanwhile, an exciting race was staged between the Union Pacific (Southern Branch), later the Missouri, Kansas and Texas Railway Company, and the Kansas and Neosho Valley, later a part of the Frisco System. In order to reach the boundary more quickly the K. & N. V. altered its route from a point in the Neosho valley to one in the vicinity of Baxter Springs. They reached the boundary first and applied to Congress for permission to cross into the Indian Territory. The Government, however, held that the point toward which the K. & N. V. had originally projected their line was to be interpreted as the correct destination, and that permission would not be granted until that point had been reached. Meanwhile, in the spring of 1870, the Katy had reached that point and was granted permission to cross the boundary. The K. & N. V. did not build into the Indian Territory until many years later, and then only to a connection with the Frisco at Afton. The L. L. & G., in turn, was unable to obtain right to cross the boundary after reaching Coffeyville and so continued their line westward from Cherryvale through Independence, Winfield and Wellington. Years later they built into the Indian Territory from Independence to Tulsa. It is interesting to note that in the fall of 1870, when the K. & N. V. and the Katy were on the southern boundary of Kansas and the L. L. & G. hard on their heels heading for Coffeyville, that the Santa Fe, the largest railway system in the United States today, was only then building into Emporia from Topeka, a distance of 61 miles.

With Government sanction, the Katy crossed the boundary and laid the first rail in what is now Oklahoma on June 6, 1870. It continued without interruption through Vinita, reaching Denison, Texas, December 25, 1872, but without benefit of land grants along the route.

With the foregoing situation in mind, it seems appropriate to digress and observe the progress that had been made elsewhere. The total railroad mileage completed in the United States in 1870 was in excess of 42,000 miles and was soon to approximate 60,000 miles for all trackage in use. In the regions bordering the Indian Territory, railroad mileage had attained the status given in the following table:—

	Total Projected	Total Completed
Missouri	1837	1354
Kansas	1223	660
Texas	1837	513
Arkansas	687	86

Thus, while Missouri, Kansas, Texas and Arkansas had built up a respectable total of 2,613 miles of railroad actually in use by 1870, the unusual condition existing in the Indian country had left it without even one mile of track until the entrance of the Katy on June 6th of that year.

The next railroad to enter the picture was the Eastern Division of the Atlantic and Pacific Railroad, now a part of the Frisco System. This company was created by Act of Congress, June 7, 1866, to acquire the holdings of the South Pacific Railroad from Pacific, Mo., to Pierce City

and a section from Pierce City to Seneca, about 35 miles from Vinita, I. T. As the name implies, the Atlantic and Pacific was designed to build east and west from coast to coast, an ambitious project typical of the time. The route was to follow the 35th parallel as closely as possible to Albuquerque, New Mexico, and thence to the Pacific coast. From a point on the proposed route near Bridgeport, Oklahoma, it was authorized to build another line eastward to Van Buren, Arkansas, to connect with important trade centers in the South. The A. and P. received land grants of twenty sections per mile through territories and 16 sections per mile through states. On September 1, 1871, the A. and P. had reached Vinita and was the second railroad to lay rails in Oklahoma. At Vinita it joined tracks with the Katy. Noting the trouble experienced by the Katy over land grants in the Cherokee Nation, the A. and P. suspended operations designed toward westward expansion from Vinita awaiting a time when the situation should clear and grants of land become certain. Meanwhile, being free to obtain land grants further west, it commenced building westward from Albuquerque, N. M., through Arizona and into California, thus dividing itself into an Eastern and a Western Division. The gap was never bridged. Soon after, the Atlantic and Pacific became bankrupt, the Eastern Division becoming a part of the Frisco System, while the Atchison, Topeka and Santa Fe acquired the Western Division.

To return to the Katy and the land grant situation, it is recorded that much of the financing of the Katy was through capital supplied by foreign investors who were active in fighting for land grants along the right of way. Pressure was brought to bear on Congress to create an Indian State or Territory and provide for admission to the Union. The Indians were to be allotted homesteads and surplus land was to revert to the Government. In this way, land grants would become possible. For nearly a decade following the entry of the Katy in 1870, this plan was pushed with much vigor. The Government was favorable and made attempts to force the Indians to agree to the formation of a State. Several conventions were held at Okmulgee and attended by representatives of the Five Tribes. The Indians saw through the scheme and complained they were to be robbed of more than 20,000,000 acres of land for the benefit of foreign bondholders. Popular opinion at the time had been so aroused over corrupt conditions generally that Congress declined to approve seizure of the lands. Finally, in 1903, the Dawes Commission was created to redistribute land preparatory to statehood. The Katy, which was to have received a land grant of alternate sections of land when it built through the Indian Territory in 1871-72, now reasserted its claim to this land. The grant was withheld, however, by decision of the United States Supreme Court which held that Congress had attempted to donate land not Government domain, but which belonged to the Indian nations.

It was not until 1881-82 that the Atlantic and Pacific began an extension of the old A. and P. line westward from Vinita. Track was built to Tulsa, a point 65 miles beyond. In 1885, the Arkansas River at this point was bridged and the line extended three miles to Red Fork. During 1886, Sapulpa was reached. Further progress ceased until 1898 by which time the unassigned lands in the neighborhood of Oklahoma City

had been opened to settlement. These "unassigned lands" comprised a region of some 14,000,000 acres that, in some manner, had not been included in the original Indian grants and indeed had not been known to exist. The discovery of this region, surrounded on all sides by Indian land, is credited to two railroad attorneys, T. C. Leeus and E. C. Boudinot, in the course of comparison of certain Indian treaties. The region was found to be bounded on the north by the Cherokee Outlet (deeded in 1837), on the west by the Cheyenne-Arapahoe region (deeded in 1869), on the south by the Chickasaw reservation (deeded in 1837), and on the east by the following small reservations:—Pawnee, Iowa, Sac and Fox, Kickapoo and Pottawatomie-Shawnee. The land included part, or all, of the present counties of Payne, Logan, Oklahoma, Cleveland, Canadian and Kingfisher, in the central part of the State. This region was opened to settlement in 1889.

After the first two railroads, the Katy and the A. and P., began operations in Oklahoma in 1871, no other railroad companies were allowed to construct lines for about 15 years. During this period railroad construction continued at a rapid rate in the neighboring states and the lack of railroads in the Indian Territory became more and more a source of irritation as a transportation barrier between these states. As a consequence, during the first session of the 49th Congress (1885-1886), ten special bills were introduced for rights of way across the Indian Territory, a move that stimulated the building of several trunk lines during the ensuing years.

In 1886-1887, the Frisco built from Fort Smith, Arkansas, across the southeast corner of the Choctaw country to Paris, Texas, paying for its right of way and claiming no land grant.

The Texas Panhandle was opened in 1887 by the Denver and Fort Worth Railroad Company. In the same year, the Atchison, Topeka and Santa Fe built south from Arkansas City, Kansas, to Purcell, Indian Territory, through the Cherokee Strip and the unassigned lands, claiming no land grant. Meanwhile, a subsidiary company, the Gulf, Colorado and Santa Fe, was building north from Galveston, Texas, to Purcell, where it joined tracks with the parent company. When the G. C. & S. F. sought to reach an agreement with the Chickasaw Nation for the purpose of securing permission to build a line of railway through its jurisdiction, the Chickasaw authorities insisted upon a stipulation to the effect that the railroad company should establish and maintain a division within the limits of the Chickasaw Nation. Otherwise, the converging lines of the two Santa Fe companies would have formed a junction in the valley of the North Canadian River where Oklahoma City now stands. At the same time, another line of the Santa Fe was extended from Kiowa, Kansas, across the northwest corner of the Cherokee Strip, to Higgins, Texas.

In 1888 and 1889, the Kansas and Arkansas Valley Railroad, a predecessor of the Missouri Pacific, had constructed a line of railroad from the Arkansas-Oklahoma State line through Wagoner to the Kansas-Oklahoma State line.

A line of the Rock Island Railroad was in operation between Caldwell, Kansas, and Pond Creek, Oklahoma, in 1889 and assisted materially in bringing in new settlers when the unassigned lands were opened for settlement in April of that year.

When the unassigned lands were formally opened to the influx of settlers in the famous "run" of April 22, 1889, the only railroads operating in Oklahoma were those mentioned above.

Following the "run", the Rock Island extended its line to El Reno and Mineo in 1890, and continued southward along the 98th meridian following the old Chisholm cattle trail to the Red River in 1892. The Choctaw line, meanwhile, was extending its lines in two sections, east and west, across the Territory. The panic of 1893 intervened and put a stop to further construction.

In 1895, the Kansas City, Pittsburg and Gulf, predecessor of the Kansas City Southern, then building from Kansas City to the Gulf of Mexico, began construction through the eastern part of the Indian Territory. In the same year, Henry Overholser, with C. G. Jones, of Oklahoma City, incorporated the Saint Louis and Oklahoma City Railroad for the purpose of extending the old A. and P. line from Sapulpa to Oklahoma City. In 1897, the A. and P. was sold at foreclosure to the Frisco which, in 1898, built into Oklahoma City. Jones and Overholser turned their interests over to the Frisco.

At the beginning of 1897, the railroads which had been constructed in Oklahoma consisted principally of nine trunk lines. During the following period of ten years the State was blanketed by a network of lines very few of which were ever more than branches of minor importance. Notable exceptions were the Rock Island transcontinental line to Tucumcari, N. M., which crossed the Oklahoma Panhandle in 1902; the Frisco line from Sapulpa to Oklahoma City built in 1898; the Frisco line from Sapulpa to Texas, via Ada, built in 1900-01; the Katy line from Kansas to Oklahoma City built in 1901-04; the line of the Santa Fe from Kansas to Owasso built in 1899 and extended to Tulsa in 1905; further extensions of the Choctaw line during 1898-1902 so that it crossed Oklahoma completely from east to west; and extension of the Frisco-controlled Kansas City, Fort Scott and Memphis from Miami to a connection with the Frisco at Afton.

Some of the competing companies had agreements as to the territory through which each should build. Thus, the Santa Fe and Rock Island laid joint plans which would avoid unnecessary duplication of lines. On the other hand, the Rock Island and the Choctaw companies were bitter rivals and for a time it appeared as though considerable paralleling of lines would result. This situation was remedied when the Rock Island leased the entire Choctaw Railway system in 1902.

It is interesting to note that approximately 75% of the railroad mileage that has been abandoned in Oklahoma was built during this ten-year period, 1897-1907.

Adoption of the State Constitution in 1907 put a stop to further expansion of railways due to a provision prohibiting the sale of an intra-state railroad to an inter-state railroad. The period, 1900-1907, had



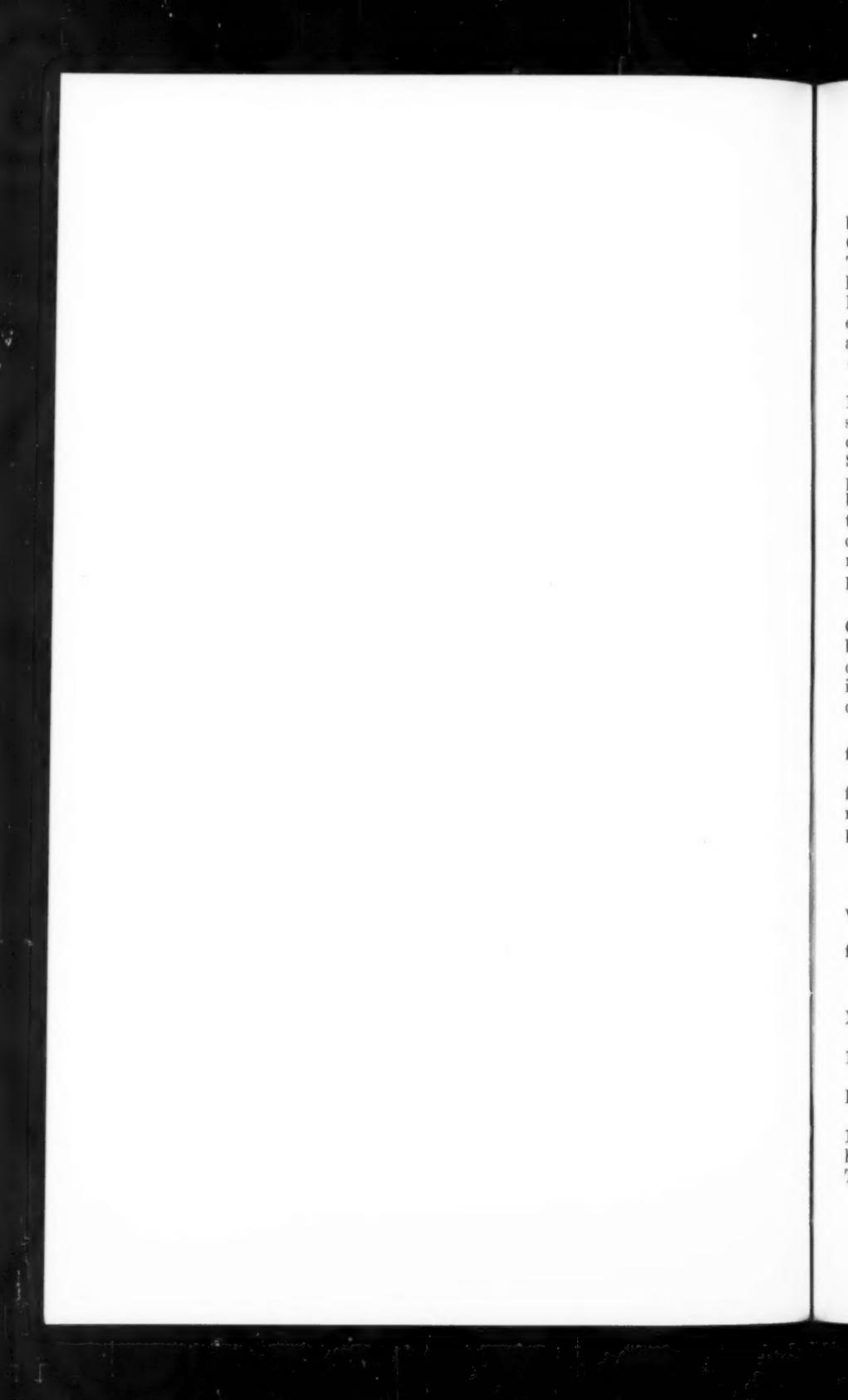
Courtesy of S. R. Wood

A. T. & S. F. Work-train laying first 90-lb. rail, main line, 3d Dist., Fairfax, Okla., 1910.
Webb Heck, Condr. Engine 281, formerly Denver, Enid & Gulf #11.



Courtesy of Crawford Funk

A. T. & S. F. About one mile south of Mulhall, main line, Okla. Div., about 1887.



been boom years in Oklahoma. Before this unfortunate provision of the Constitution could be corrected, the panic of 1907 swept the country. This, with certain legislative restrictions, repressed further extension of lines. Since then the only large building programs have been that of the Katy from Wichita Falls, Texas, to Forgan, Oklahoma (1907-1912); the extension of the Orient line from Clinton to the Texas State line (1908); and the Kansas, Oklahoma and Gulf from Dustin to the Red River (1907-1910) and from the Kansas State line to Wagoner (1912-1913).

With the cessation of the general railroad construction program in 1907, Oklahoma has witnessed the subsequent building of various short sections of line whose sole reason for existence lay in the development of certain natural resources of the State in more or less localized areas. Such construction was carried out chiefly by small independent companies or by private concerns; in other instances by extension of branches by the larger common carrier companies whose lines already penetrated the affected regions. The following paragraphs summarize the industries chiefly responsible for this continued activity and indicate the lines of railroad which were largely responsible for carrying on industrial expansion within the State.

A. Development of oil fields. Since the first discovery of oil in Oklahoma near Bartlesville during the middle 1890's, many new oil-bearing regions have come to light. At the present time, Oklahoma is one of the foremost oil-producing districts and constitutes a part of the important Mid-Continent Field. Railroads which have had a part in the development and expansion of this major industry are:—

1. The Oil Fields Short Line, built in 1916 to exploit the Dilworth field.
2. The Oklahoma-Southwestern Railroad which tapped the Bristow field. The line was originally projected to Okmulgee, then an active refining center, but never extended past Nuyaka. Construction took place during 1920-1921.
3. The Glenpool branch of the Midland Valley Railroad, 1907.
4. The Shamrock branch of the Frisco, built 1915-1916.
5. The Osage Railway, built 1922-1924, to tap the oil reserves in the vicinity of Shidler.
6. The line of the Rock Island from the Billings field to the refineries at Ponca City, constructed during 1926-1927.
7. Various branches of the Santa Fe, as follows:—
 - (a) From a connection on the main line near Burbank to the De Noya field, 1922.
 - (b) From a connection at Marland, south of Ponca City, to Lio, 1925.
 - (c) In the Cushing district, short branches to Oilton, Jennings and Drumright, built during 1915.
 - (d) From Ardmore into the Healdton district, built in the period, 1913-1917, by the Ringling and Oil Fields Railway and by the Oklahoma, New Mexico and Pacific, both projects of the late John Ringling. The Santa Fe assumed control in 1925.

B. Breaking up of extensive plains ranches in western Oklahoma into wheat farms. Rapid agricultural developments in this region stimulated the construction of several important lines of railroad.

1. The Beaver, Meade and Englewood Railroad, built during 1915-1931, tapping the region lying between Beaver and Keys. The line is now operated by the Katy.

2. The line of the Rock Island extending across Oklahoma between Liberal, Kansas, and Amarillo, Texas, built in 1929.

3. Various lines of the Santa Fe:—

(a) The line extending northwestward from Shattuck to Spearman, Texas, built in 1920.

(b) The line extending from Elkhart, Kansas, across the Oklahoma Panhandle into New Mexico, built 1925-1931.

(c) The line from Amarillo, Texas, to Colorado, via Boise City, built 1931-1937.

C. Lumbering operations in eastern and southeastern Oklahoma have been responsible for the construction of several short lines.

1. The Oklahoma and Arkansas Railway Company which constructed twenty miles of line in 1921 from Kenwood Junction, on the K. O. & G. Ry., to Day. Operations of this company were suspended in 1925.

2. The Oklahoma and Rich Mountain Railroad Company in 1925-1926 constructed seventeen miles of railroad from Pine Valley to a connection with the Kansas City Southern Railway at Page. The company was organized by and operated in the interests of the Dierks Lumber and Coal Company, an Arkansas corporation, which also controls the De Queen and Eastern Railroad Company. This latter company has supplied rolling stock for use on the Oklahoma and Rich Mountain.

3. The Texas, Oklahoma and Eastern Railroad Company, likewise a Dierks interest, built about forty miles of railroad extending eastward from Valliant, via Broken Bow, to the Arkansas State Line; it is actually a western extension of the De Queen and Eastern which extends to Dierks, Ark., via De Queen. The T. O. & E. was built in two sections during 1910-1911 and 1920-1921. The De Queen and Eastern and the Texas, Oklahoma and Eastern each has its own set of officials; certain officials selected from those of these two companies in turn constitute the official board for operation of the Oklahoma and Rich Mountain.

D. Development of the coal mining industry in eastern Oklahoma has resulted in the construction of several short spurs by the Katy, Rock Island and Frisco systems, mainly in the McAlester region where a high grade coal has been mined extensively since the early 1880's. Several short lines of railroad were built to tap the coal region; among these are the Choctaw, Newcastle and Western; the Poteau and Cavanal Mountain; and the Poteau Valley. Several private coal companies have had a part in railroad construction; among them may be mentioned the Garland Coal Company at Stigler, the Rock Island Coal Mining Company at Hartshorne and the Trojan Coal Company at Warner.

E. Development of the rich lead and zinc mining district in extreme northeastern Oklahoma, southeastern Kansas and southwestern Missouri has led to the construction of several short lines in the region adjacent to Miami and Picher. Chief among these have been (a) the Miami Mineral Belt Railroad, built in 1917, and now part of the Frisco System, and (b) the Northeast Oklahoma Railroad, now owned by the Eagle-Picher Mining and Milling Company.

The story of the Beaver, Meade and Englewood is so epic as to deserve special mention. Its rails serve those extreme northwesterly counties of Beaver, Texas and Cimarron known as the Panhandle. Settlers had found their way into this region as early as 1880 and during the years following had experienced their quota of hardship and disappointment.

It was in 1910 that a well-dressed stranger, presumably acting as agent for a German colony, purchased options on a large tract of land seven miles north of the town of Beaver, county seat of Beaver county. It was not until 1912 that the tract was found to have been purchased by the Wichita Falls and Northwestern Railway for use as a terminus and townsite. In the year following, surveyors, employed by the railroad, were working through this region out of Woodward. The town of Beaver was an isolated community; residents were desirous of a rail outlet. To this end, they approached representatives of the W. F. & N. W. hoping to interest them in selecting Beaver as the terminus. The railroad, however, was not interested and proceeded to built north of the Canadian River, establishing the town of Forgan as terminus. Many residents of Beaver, discouraged, were ready to move to Forgan and many inducements were offered them to do so. Several citizens of Beaver, made of sterner stuff, were disposed to fight. In January, 1912, six Beaver residents obtained articles of incorporation for a railroad. They were F. C. Tracy, Frank Laughrin, John Webb, Dr. S. S. Munsell, W. T. Quinn and Elbert Clift. Their plan was to build a short line to Forgan over which they knew much freight would be hauled, then force the Wichita Falls road to assume control and operate into Beaver. The road was named Beaver, Meade and Englewood, ostensibly to extend to a connection with the Rock Island at Meade, Kansas, and thence to Englewood, Kansas, where a connection would be made with the Santa Fe. The incorporators each deposited \$200.00 in a promotion fund. Active surveying for possible routes began at once, thus quieting the uneasy citizens of Beaver. However, neither the Rock Island or the Santa Fe displayed any interest in helping finance the proposed route. It was thought that this more ambitious scheme would react to arouse the desired interest in the Wichita Falls promoters. When, by the following year, nothing further had been done save making a few surveys, the people of Beaver and its environs became restive. Something definite had to be done. The promoters asked for donations to commence building a grade; farmers offered to help build the grade in return for feed for their horses. Townsmen offered their help in return for board. An agreement was arrived at whereby farmers were to receive two dollars per day for feed and board and an additional two dollars per day in railroad stock. At the

start, about a dozen farmers were engaged to work on the grade, the number increasing as time went on until some fifty were employed. During the winter, grade was built to a point about half way to Forgan but from there on difficulties were encountered. People nearer Forgan were not interested in the project and would not give land for right of way. Expensive condemnation proceedings seemed the only way out and work came to a halt because of lack of funds.

It was at this juncture that the promoters approached President Schaff of the Katy, offering to donate the partially graded line if the Katy would take over and finish the project. The offer was declined, but with the provision that if the promoters themselves completed it the Katy would consider taking it over for operation. Thus encouraged, citizens of Beaver donated more funds and themselves laid the rails and spiked them in place. Holidays were often declared in town and everyone put in the time working on the railroad. With the road half completed, funds again ran out. It was concluded to approach the Katy a second time in hopes they would now consider taking over the half-constructed line. President Schaff, of the Katy, was favorable. A contract was drawn up, signed by the Beaver contingent and submitted to the Katy board of directors who rejected the scheme.

There now stepped into the picture the man who was to make railroad history in the Oklahoma Panhandle. Near Hardtner, Kansas, lived a farmer, one Jacob Achenbach, who had become wealthy through extensive farming operations. Some years previously, Mr. Achenbach had attempted to induce the Santa Fe to build a branch line from Kiowa to Hardtner, laying before Santa Fe officials figures showing that such a line would be profitable. He was bluntly told to build it himself if it was such a profitable venture. Mr. Achenbach did so and at once sold the line to the Missouri Pacific. Promoters of the B. M. & E., learning of Mr. Achenbach's experience, induced him to examine their project. Becoming enthusiastic, he advanced the Beaver project a sum of \$25,000.00 for purchase of needed material and later drew up and executed the papers by which he took over the line. Upon its completion, Mr. Achenbach offered the line to the Katy at a nominal price but was laughed at; why should the Katy pay for a line that had previously been offered them as a gift? To which Mr. Achenbach replied that he would operate the road himself and that the time would come when the Katy would come to him. It was but fifteen years later when the Katy finally did come to Mr. Achenbach and paid the round sum of \$2,000,000 for the Beaver, Meade and Englewood Railroad.

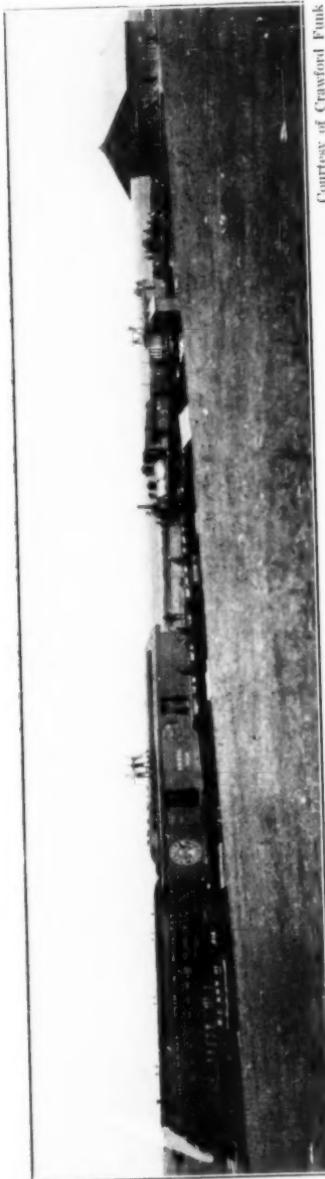
Meanwhile Mr. Achenbach went ahead with his newly acquired railroad. He purchased an engine, a coach, one freight car and a caboose. Mr. C. J. Turpin was hired as general manager. With the advent of the World War and the increased demand for wheat, much of the wheat in the Beaver area found its way to market over the rails of the B. M. & E. Profits mounted and were promptly plowed back into the road by extending it westward by ten-mile sections each year, first reaching Hooker, in Texas County, where connection was made with the Rock Island. In 1931, further westward extensions were made until the line eventually reached Keyes, in Cimarron County. The B. M. & E. was now a railroad

the
ed.
an
an
of
and

ent
he
ut
ty
ns
ed
ut
ed,
and
ed
as
ty

il-
ed
x-
ad
to
a
it
ld
of
t.
of
e-
n,
as
en
ld
y
or

l-
e.
ne
n
L
l-
n
n
y
d



Blackwell, Enid & Southwestern ("Bee Line"). Construction train at Blackwell, Okla., about 1902.

Courtesy of Crawford Flunk

of some 100 miles in length extending across a most strategic position in the Panhandle wheat belt. Realizing its importance, Rock Island officials approached Mr. Achenbach with an offer to buy his railroad. Before accepting, Mr. Achenbach again approached the Katy who replied they were not interested. Mr. Achenbach then closed a deal with the Rock Island. The Katy people suddenly woke up and realized that a valuable piece of property was about to elude their grasp. The B. M. & E. at the time connected with the Santa Fe at Keys, with the Rock Island main line at Hooker, with the Amarillo branch of the same road at Baker and with the M. K. & T. at Forgan. The Katy at once protested the sale of the road to the Rock Island. The Interstate Commerce Commission formally denied the Rock Island the right to purchase and granted this privilege to the Katy. But this time the wily Mr. Achenbach was not ready to sell. When offered what the Rock Island had agreed to pay, he replied that he had not realized how valuable a piece of property he owned until the I. C. C. had investigated. The price was now \$300,000 more than the Rock Island had offered and in event the Katy did not want it at that figure, others would be glad to pay the price. The Katy paid and is operating the B. M. & E. today.

A similar instance, though on a less extensive scale, grew out of the events that led to the organization of the tiny Cheyenne Short Line Railroad Company. In 1909 the Clinton and Oklahoma Western Railway Company began building west from Clinton, up the valley of the Washita River, toward Cheyenne. Cheyenne was a county seat and although it had a population of only a few hundred it was the largest town in the county. However, it was without a railroad. It was supposed by the citizens of Cheyenne that the railroad would eventually reach their town. However, in 1912, construction on the Clinton and Oklahoma Western terminated at a point seven miles short of Cheyenne. At this point a station, yard and wye were built and the townsite of Strong City laid out with a rocky knoll in the center reserved as a location for the courthouse, if and when Strong City should become the county seat instead of Cheyenne. It was announced that the railroad would not be built any closer to Cheyenne.

It was at this time discouragement turned to consternation when a disastrous fire destroyed most of the business buildings on the north side of Cheyenne's main street. With public morale at low ebb, a prominent citizen, H. D. Cox, helped restore confidence in the future by immediately rebuilding three of the fire-gutted buildings. Even with this help, all realized that something must be done soon to save the town of Cheyenne from oblivion. The most immediate necessity appeared to be a railroad connection with the outside world.

After due consideration the Cheyenne Short Line Railroad was organized in 1912. The easiest route to Strong City was along the valley of the Washita River; no bridges of any size were required and only light grading was necessary. To start immediate construction, about ten of the more prosperous farmers and business men of the community went on a note for a large sum of money. Donations were also given by those who felt able to contribute to the cause. Contract was let to Levy and Levy,

of Muskogee, and construction begun. Ties were the cheapest obtainable, said to be of cottonwood; they were hauled to the new grade in wagons. Rail was fifty pounds to the yard. It has always been something of a mystery to outsiders as to where all the money came from to build and equip the road. It is known that the men who signed the notes to begin construction did not have to pay all they had signed for. At this time, bonds were voted to build a city water system and it may be significant that the building of the water system was deferred to a somewhat later date.

Rolling stock of the new railroad consisted of a flat car, a box car and a small eight-wheel engine, the No. 8, obtained in used condition from a dealer in St. Louis, Mo. The engine has been identified as coming from the Louisville, Henderson and St. Louis Railway and had originally been built in 1888 at the Pittsburgh Locomotive Works for the Louisville, St. Louis and Texas Railway. It carried the number, 8, from the beginning until the Cheyenne Railroad became part of the Clinton and Oklahoma Western in 1917; The latter road gave the engine a new firebox and retired it to stationary service in Clinton where it was finally scrapped November 1, 1922.

The engineer of the No. 8 was Orville Coons and the fireman was Lon Ogle. When the C. S. L. was purchased in 1917 by the C. & O. W., Mr. Coons remained as an engineer on the latter road. When the C. & O. W., in turn, was purchased by the Santa Fe he retained his position and was at the top of the seniority list on the line of the Santa Fe between Clinton and Pampa at the time of his retirement in 1940.

On the completion of the new Cheyenne Railroad, an excursion was arranged from Cheyenne to Clinton, operating over the tracks of the C. & O. W. between Strong City and Clinton. The box car had been fitted up to haul passengers and mail, while the flat car had been provided with benches for passengers. The Cheyenne City band went along to furnish music for the epochal event. Several hours were spent in Clinton where the completion of the new line was duly celebrated.

However, the Cheyenne Railroad failed to make expenses. It had been constructed in the cheapest possible manner. No right of way fences had been built and where the railroad had to cut through a pasture fence, a gate was built across the track. It is said that no less than seven such gates had to be opened for the passage of the train in the seven miles between Cheyenne and Strong City. A volunteer section crew was kept busy keeping the line in service from the encroachments of drifting sands. No wye was built at Cheyenne, with the result that the engine always had to back up in one direction between Cheyenne and Strong City. When operating receipts failed to provide money for coal for the locomotive, a collection would be taken up from the citizens of the town.

The Cheyenne Railroad served well the purpose for which it was built. It provided a link with the outside world and kept up the hopes and spirit of the citizens and indirectly saved the county seat for Cheyenne. About 1914, the old wooden courthouse burned and fears were entertained that the citizens of Strong City would manage to have

the new courthouse built there. But money was again mysteriously provided, without a bond election, and a new two story brick courthouse was built in Cheyenne. The building is still in use. After building the courthouse, it was generally assumed by all that Strong City was definitely out of the running for the county seat. Strong City continued to hold its own until the early 1930's; in 1932 it managed to have a state highway routed through there, but steadily lost ground as a thriving community. In 1934 and 1935 several business houses removed from Strong City to Cheyenne; today it has a grocery store, a drygoods store, a drug store, a garage and postoffice. Between 1930 and 1940, Cheyenne gained notably in population.

After the C. S. L. was made part of the C. & O. W., a depot was built at Cheyenne and a wye provided so that the train from Clinton could be turned there. After Santa Fe control, a new water supply was added at Cheyenne and the line extended to Pampa, Texas. The Santa Fe relaid the old light rails and to a large extent rebuilt the entire line. Thus did the tiny seven-mile Cheyenne Short Line, conceived in the minds of a despairing citizenry, become a link in the mighty Santa Fe System.

The story of the Oklahoma Central Railway is illustrative of the manner in which many small railroads the country over have come into existence, struggled briefly for a place in the scheme of things, only to pass into the limbo of forgotten events.

This project was conceived by the late Dorset Carter, then located in Purcell, Oklahoma, who organized the Canadian Valley Construction Company for the purpose of building a line of railroad between Purcell and Lehigh. Bonds were issued and underwritten by a bank and trust company located in Chicago, Illinois. The bonds were largely sold to investors in Holland some of whom later appeared on the scene and made an inspection trip over the line. At the time of construction of the road, Dorset Carter was President; W. J. Terry, later a grain commission dealer in Wapanucka, Oklahoma, was Superintendent of construction; W. G. Choate, later an official of the Houston Belt and Terminal Railway, was General Manager; R. L. McWillie was Chief Engineer.

Construction began at Lehigh in 1905 and extended toward Chickasha. The track structure consisted of seventy-pound steel rail. An old form detailing the specifications of ties, dated at Lehigh, Indian Territory, October 1, 1905, is in the possession of one of the authors. Besides stating size and disposition of ties, it is ordered that "ties shall be of sound, live wood to be made of the following timbers: White Oak, Post Oak, Burr Oak, Black Walnut or Locust." The completed road approximated 130 miles in length and served the following towns: Lehigh, Tupelo, Stonewall, Frisco, Ada, Vanoss, Stratford, Byars, Rosedale, Purcell, Washington, Blanchard, Middleburg, Tabler and Chickasha.

In retrospect, the construction of the Oklahoma Central appears to have been a highly speculative venture. A former official of the railroad, in a private communication, states: "No sane man would ever think of building a railroad where the O. C. was located if he ever intended to

operate it. The territory was already covered by good railroads and there was no chance to earn enough to pay operating expenses." Be that as it may, it is of record that the company went into receivership as of June 2, 1908. The entire road came under the control of the Santa Fe on August 2, 1914, and was operated until 1934 when about 61 miles of the line was abandoned. The portions remaining, extending between Byars and Ada and Purcell and Chickasha, still continue to enjoy limited service.

OKLAHOMA CENTRAL RY.

TIME TABLE No. I

EFFECTIVE 12:01 A. M.

MARCH 15, 1907

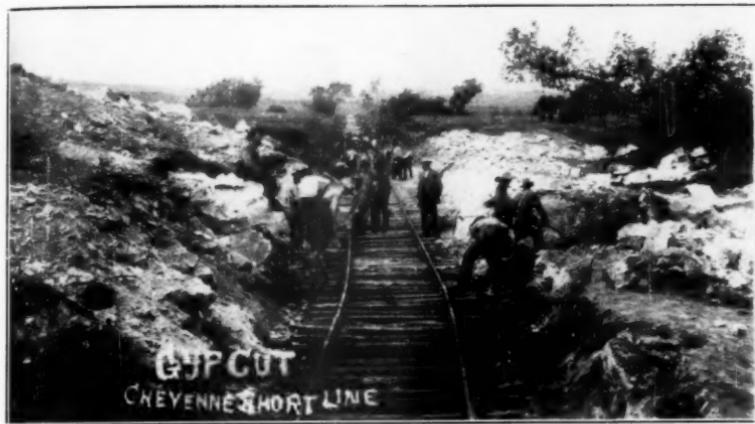
No. 1 Daily	Miles from Lehigh	STATIONS	Miles from Purcell	No. 2 Daily
7:40 AM	0	Lehigh	89	3:35 PM
8:20 AM	7	Booneville	82	2:50 PM
9:10 AM	17	Tupelo	72	2:00 PM
9:45 AM	24	Stonewall	65	1:25 PM
10:05 AM	28	Frisco	61	1:05 PM
11:05 AM	40	Frisco X-ing	49	12:01 PM
11:40 AM	47	Center	42	11:40 AM
11:59 AM	51	Vanoss	38	11:20 AM
12:30 PM	58	Stratford	31	10:40 AM
1:25 PM	66	Ar Byars Lv	23	10:00 AM
2:00 PM	66	Lv Byars Ar	23	9:45 AM
3:15 PM	81	Williams	8	8:35 AM
4:00 PM	89	Purcell	0	7:00 AM

GEO. E. WARING, Superintendent.

(Above from "Purcell Register," March 14, 1907)

The "Purcell Register" of March 21, 1907, contains Time Table No. 2 which supersedes Time Table No. 1, effective 12:01 A. M., March 18, 1907. It is exactly like Time Table No. 1 except that the leaving time for No. 2 at Purcell is shown as 7:40 A. M. instead of 7:00 A. M. and was apparently put out to correct a printing mistake in the original timetable. Later timetables printed in this paper are very complete and are similar to employee's timetables in giving capacity of sidings, stations where water, fuel and wyes are located and calls of telegraph offices. Purcell was the location of the O. C. head offices, shops and dispatcher.

The Oklahoma Central had a total of ten locomotives on its equipment roster at the time the Santa Fe took possession. The first locomotive to be obtained was a mogul type built by the Dickson Manufacturing Co., of Scranton, Pa.; it was obtained in used condition through Torbett and Co., Chicago, Ill., a dealer in used railway equipment. The locomotive had previously seen service on a logging road in Mississippi and was shipped direct from that point to the Oklahoma Central at Lehigh. The next locomotive was a standard eight-wheeled type obtained from Torbett and Co. and had seen many years of previous service. It is believed that this locomotive was originally built by the Schenectady



Courtesy of Preston George

Laying rail thru Gyp Cut on Cunningham place near Cheyenne, Okla., Aug., 1913.
Cheyenne Short Line R. R. Co.



Courtesy of C. R. I. & P. Ry.

C. R. I. & P. #1889, Baldwin 1901 (#19066) Orig. C. O. & G. 101. Re 151.

L
C
tiv
T
ro
de
se
T
sc
C
en
S

h
F
t
C
t
I
4
1
C
t
I
1
4
1

Locomotive Works for the Lake Shore and Michigan Southern Railway Company, now a part of the New York Central System. These locomotives bore Oklahoma Central road numbers 100 and 200, respectively. They were dismantled at Purcell by the Santa Fe in 1916. In 1906, the road purchased eight new locomotives from the Baldwin Works, Philadelphia. Five of these were of the mogul type intended for freight service and three were of the eight-wheel type for passenger service. These eight locomotives were numbered into the Santa Fe numbering scheme in 1914. All have been dismantled years since and the Oklahoma Central is now nothing but a memory in the minds of a few former employees some of whom have continued their railroad careers with the Santa Fe System.

A similar project was evolved about 1900 by the late Ed. L. Peckham, at that time an attorney located in Arkansas City, Kansas. Mr. Peckham organized a company for the construction of a line of railroad to extend from Blackwell westerly through Enid and the future town of Clinton to Vernon, Texas. Construction was carried out by an affiliate, the Bes Line Construction Company. The railroad was known as the Blackwell, Enid and Southwestern and was commonly referred to as the "Bes Line." Construction was carried out through the period, 1901-1903. About 1902, Mr. Peckham commenced the building of another line of railroad from Enid south to Guthrie and in 1904 began extension of the line north from Enid toward Kiowa, Kansas, being eventually completed to Belvidere, Kansas. The extent of Mr. Peckham's ambitions may be inferred from the name of the road which had been incorporated as the Denver, Enid and Gulf. Mr. Peckham was President and General Manager. Both the Denver, Enid and Gulf and the Blackwell, Enid and Southwestern were financed by the Missouri Valley Trust Company through sale of lots in new towns along the line of track and by a bonus from towns already established. In 1907, the "Bes Line" was disposed of to the Frisco Railway Company and the Denver, Enid and Gulf to the Santa Fe. Both lines are still in operation, the Bes Line now being a portion of the line extending between Beaumont, Kansas, and Vernon, Texas. The Denver, Enid and Gulf is still known to Santa Fe employees as the D. E. & G.

The motive power used by these two companies may be taken as typical of that of other hastily-conceived small railroads. The "Bes Line" possessed nine locomotives, numbered from 1 to 7, inclusive, and 21 and 22. All were obtained in used condition from the Hicks Company, of Chicago. Of these locomotives, Nos. 1, 2, 3, 7, 21 and 22 were eight-wheeled standard passenger type and are believed to have been formerly in use on the Union Pacific Railroad. Nos. 4, 5 and 6 were ten-wheeled Rogers engines with diamond stacks. Nothing is known of their antecedents. Road numbers of locomotives of the Denver, Enid and Gulf were a continuance of those used on the "Bes Line." There were a total of seven units, numbered 8, 9, 10, 11, 12, 14 and 15. The number, 13, was conspicuously absent. Engines 9 to 12, inclusive, were obtained from Hicks and Company. No. 8 was purchased from some northern road in Philadelphia at a reputed cost of \$4000.00. No. 14 came from

Atlanta, Ga., in 1904. No. 15, the only locomotive built new for the road, was purchased from the Baldwin Locomotive Works in December, 1905. Nos. 8, 9, and 10 were of the eight-wheeled passenger type; Nos. 12 and 14 were ten-wheeled; Nos. 11 and 15 were of the mogul type. All were numbered over into the Santa Fe System in 1907; all have since been dismantled and sold for scrap.

The first Superintendent of the Denver, Enid and Gulf was a Mr. Overholt, formerly a section foreman; the second was a man named Blanton; the name of the third incumbent cannot now be recalled; the fourth and final incumbent was Mr. M. Worthington, whose son, Mr. Roy Worthington, is now at the head of the engineer's seniority roster on the Oklahoma Division of the Santa Fe.

Although the Denver, Enid and Gulf was legally acquired by the Santa Fe in 1907, evidence shows that the road commenced using Santa Fe motive power as early as 1905 and was supervised by Santa Fe officials. A Mr. Starkweather, Supt. of the Panhandle Division of the Santa Fe, acted as Assistant General Manager, while the Master Mechanic was a man from the Wellington shops of the Santa Fe.

A private communication from an engineman formerly employed by the Blackwell, Enid and Southwestern, states that the "Bes Line" operated its trains without the use of train orders. This method was in effect until the day the Frisco assumed control of the property. On that day, train orders were put in effect by the Frisco management. Ironically, a head-end collision between a "Bes Line" train and a Frisco train occurred near Clinton as a result of a misunderstanding of orders, the first collision to occur on the "Bes Line."

Brief mention may be made of another of Oklahoma's smaller railroads, the Clinton and Oklahoma Western, known to all and sundry as the "COW." By contrast to the small railroads already referred to, it enjoyed a comparatively long existence as an independent company under the able management of Mr. Clint Strong, General Manager, after whom Strong City, one of the termini of the road, was named. Constructed during the period, 1909-1912, with its sixty miles of track extending between Clinton and Strong City, with a seven-mile branch to Cheyenne, it continued in operation until June, 1928, when purchased by the Santa Fe. This small railroad possessed seven locomotives; one, the No. 8, has been described in a previous mention of the Cheyenne Railroad Company. When the latter road was purchased by the Clinton and Oklahoma Western in 1917, engine 8 was relegated to stationary boiler service at Clinton. The remaining six locomotives presented the usual heterogeneous ensemble characteristic of the majority of small railroads the country over. These locomotives bore the numbers 26, 27, 101, 102, 103 and 104. Nos. 26 and 27 were purchased from the Wichita Falls and Northwestern Railway about 1913 and had carried the same numbers on that road. These were the most powerful locomotives the "COW" possessed; both were identical consolidation type freight locomotives built by Baldwin Works in 1911, builder's numbers 36293 and 36294, respectively. Thus, they were comparatively new and capable of rendering efficient service. These locomotives were numbered 2436 and 2437 by

the Santa Fe in 1928 and were dismantled late in 1929. No information has come to light with regard to engines 101 and 102, save that No. 101 was a standard eight-wheel type and No. 102 a ten-wheel type. No. 103, later Santa Fe No. 393, was built by the Cooke Locomotive and Machine Co., Paterson, N. J., in 1901, builder's number 2709. It was a ten-wheeler apparently intended for the Lehigh and New England Railway but was sold instead to P. A. Johnson and Son, St. Elmo Plant, Acme, Texas. Altho the various movements of this locomotive have not been definitely traced, it is known to have been widely used by various railroad construction firms in Texas; it was observed working out of Fort Worth in 1907, at which time it was owned by the firm of McCabe and Steen and bore the number 105. Records exist to show it was purchased by the Clinton and Oklahoma Western in June, 1913. Engine No. 104 was purchased in used condition from the Central Equipment Company, April 20, 1917. Previously it had been New York Central No. 774, later N. Y. C. No. 1677. It was a mogul type built by the Schenectady Locomotive Works in 1899, builder's number 3919. It was dismantled by the Santa Fe at Topeka, Kansas, April 4, 1929.

Railroad building in years past has always had its accompaniment of humor, pathos, violence and even tragedy. It is proposed herewith to relate a story in which these basic human elements bore a prominent part; a story so strange as to be worthy of repetition in these pages.

Shortly after the opening of the Cherokee Strip for settlement on September 16, 1893, citizens of the towns of Pond Creek and Enid found themselves up in arms over the failure of the Rock Island to recognize these communities as stopping points for its trains. Enid was county seat of Garfield County, then known as County "O," and its residents were incensed over the injustice of the situation. A daily paper in Enid published articles calculated to raise public indignation to fever pitch. Similar feelings were shared by the residents of Pond Creek. The railroad was petitioned to recognize Enid and Pond Creek as stopping points for its trains. The petitions were ignored. The Enid city council passed an ordinance making it a misdemeanor for a train to pass through the city without stopping, but soon discovered they had no means of arresting the conductor of a speeding train. The trains, meanwhile, were stopping at a point known as North Enid where locomotives took water; passengers, mail and baggage were unloaded here and forced to make their way as best they could into Enid, three miles distant. On leaving North Enid, trains then sped through Enid without stopping. Contending that trains should be forced to stop at county seat towns, a petition was drafted and sent to members of Congress asking for legislation which would force the Rock Island to recognize Enid as a stop. Two representatives of the city council were later sent to Washington to present the plea in person. A suitable bill finally passed the House but met with opposition in the Senate. The Senate sent an investigating committee to Enid to examine the situation at first hand. Altho the committee rendered a favorable report, nothing was done and trains continued to pass through Enid without stopping. Citizens of Enid even tried to bluff trains into stopping by setting up an imitation cannon made of a set of wagon wheels and piece of pipe and pointing it at the railroad.

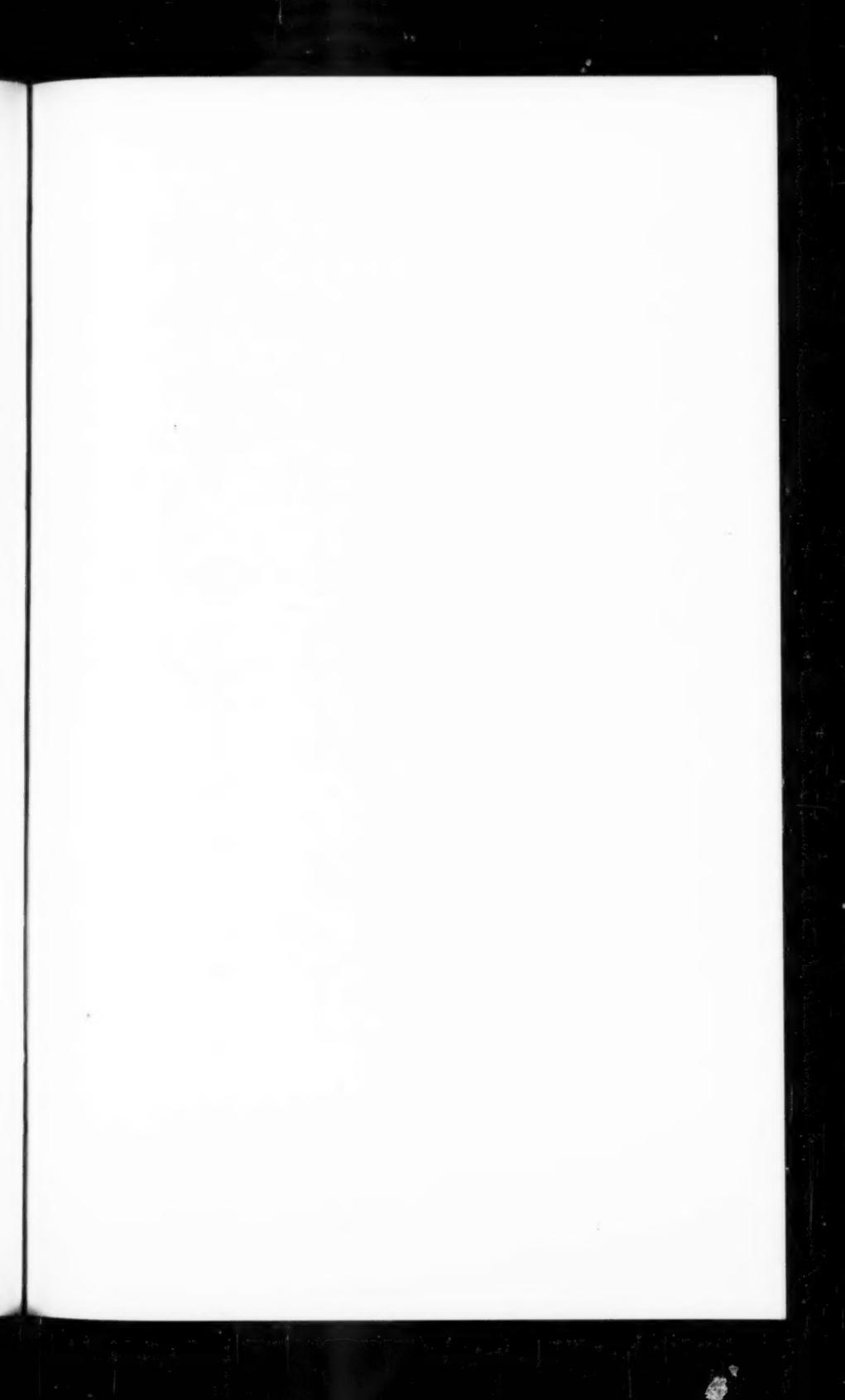
The trick availed nothing; trains continued to roll through at unslackened speed.

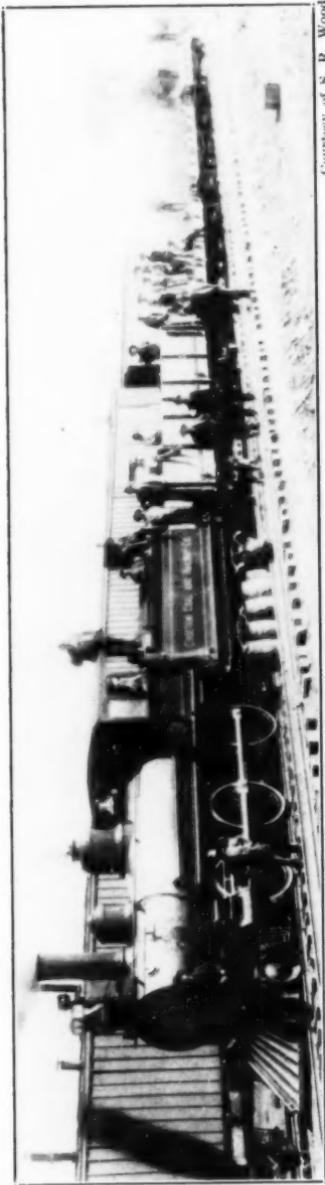
Meanwhile, feeling had reached such a pitch along the line that bridges were burned and cars derailed by irate citizens whose only thought was to force action. Railroad officials still continued to ignore Enid and Pond Creek as stops on its line. Then came the event that finally brought the desired action and which focused the attention of the entire nation on the bizarre situation.

On the morning of Friday, July 13, 1894, a freight train entering Enid from the south was wrecked by going through a trestle. The engine and two cars passed safely over the trestle which then gave way precipitating the next twelve cars into the ditch below. Examination of the trestle indicated that the timbers had been sawed through diagonally, causing the track to spread at the top and allow the cars to drop through the weakened structure. The only casualty was a brakeman who was injured while riding the tops of the derailed cars. A passenger train, closely following the freight, was flagged in time to prevent what would have been a serious disaster and it was this that was mainly responsible for the incident receiving a most thorough investigation and giving the incident wide publicity. The wielder, or wielders, of the saw were never discovered despite all efforts to learn who was responsible.

People in the vicinity, now aroused as never before, commenced a boycott of the Rock Island. Most of the cattle raised in nearby regions had been shipped to market over its rails. Much of this traffic now was diverted to other railroads with the result that the Rock Island found itself suffering a serious loss of business. It was at this juncture that M. A. Low, general counselor for the Rock Island, directed that opposition in Washington to the impending bill be withdrawn. And on September 16, 1894, one year to the day following the opening of the Cherokee Strip, the first train to stop in Enid came to a halt at the then "E" Street crossing, now East Broadway. The event was the cause of much celebration. From then on, trains continued to stop in Enid and a temporary depot was established to be replaced later by two succeeding structures. At the present time, Enid is an important city in northern Oklahoma and is served by three major railroads, the Rock Island, Santa Fe and Frisco. The old crosscut saw, which was used to saw the timbers of the trestle in 1894, is still in existence and mysteriously appears at yearly conventions of the Cherokee Strip Association, though it is not generally known where it is kept nor who professes to be its owner. Thus, it remains as a reminder of the days long past when Enid citizens resorted to drastic means to compel trains to recognize their community as a stopping point.

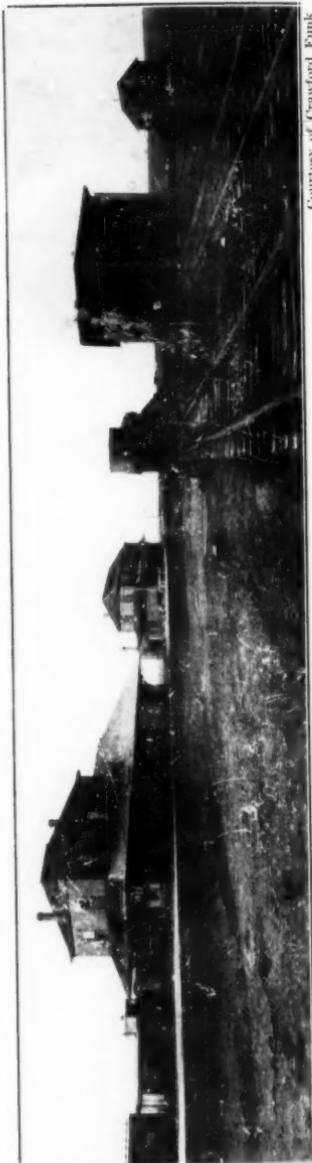
An unusual incident, probably without parallel in early day railroading, was related to one of the authors by the late John Rain, veteran Santa Fe engineman. At the time of his retirement in 1936, Mr. Rain had served the Santa Fe continuously since about 1881. According to his story, he was pulling a north-bound freight on the main line of the Oklahoma Division sometime in 1893 or 1894 with engine 228, a small Hinkley consolidation type. On this particular trip the water gave out and it became necessary to knock the fire a mile short of the water tank at





Courtesy of S. R. Wood

First train into El Reno, I. T., 1894. Choctaw Coal & Ry. Co., #21, Baldwin 1889 (#9911). Originally Port Jervis, Monticello & N. Y. #24. Became C. R. I. & P. #743.



Courtesy of Crawford Funk

C. O. & G., Sayre, Oklahoma, about 1907.

Mulhall. The engine was uncoupled from the train and members of the crew were busily engaged in attempting to move the engine to the distant water tank with the aid of a pinch bar when two cowpunchers rode up out of the brush and sat watching the proceedings with evident interest. Noting the difficulty under which the railroad men were laboring, they offered assistance. Looping their lassoes around either end of the pilot beam, and with their cow ponies bending to the task, the locomotive was readily moved to the water tank. On concluding his story, the veteran engineer laughingly remarked: "I'll bet I am the only engineer who ever got pulled to a water tank by a pair of cow ponies." Mr. Rain experienced a somewhat more hair-raising experience on another occasion when a passenger train he was piloting was held up near Guthrie by the famous outlaw, Al Jennings, who boarded the engine and held Mr. Rain under the muzzle of a huge revolver while the train was being looted.

By way of summary, it may be said that the network of railroads in Oklahoma was virtually completed during the 37-year period between 1870 and 1907, with the exception of the Kansas City, Mexico and Orient, the Wichita Falls and Northwestern, and the Missouri, Oklahoma and Gulf, which were all under construction in 1907 but were not completed until the period 1908 to 1913. Aside from these lines, all other trackage constructed since 1907, amounting to approximately 1000 miles, was built chiefly for the development of the natural resources of the state. Notable changes in recent years have been the construction by the Santa Fe of its cut-off from Boise City, Oklahoma, to Las Animas, Colorado, in 1937; and the abandonment of the line of the Fort Smith and Western between Milepost 41 and Guthrie, the 21 miles between Milepost 41 and Coal Creek being sold to the Fort Smith and Van Buren Ry. Co., a subsidiary of the Kansas City Southern. Improvements in track structure have kept pace with the passing years. Notable among such advances has been the policy adopted by the Santa Fe in recent years; this company has expended large sums in straightening curves and laying heavier rail on its main line between Arkansas City, Kansas, and Purcell, Oklahoma, with the stated purpose of making this track safe for top speeds of 100 miles per hour. This work is still in progress. With such advances in the improvement of existing track structures have come higher train speeds as exemplified in the operation of increasing numbers of "streamliners" and "red-ball" freights to meet the exacting demands of a speed-minded public. Rapidity of train movements may in part be due to a recent law enacted in Oklahoma limiting the size of freight trains to seventy cars. Today, Oklahoma is keeping abreast of the most recent advances in the technique of railroad operation; the iron horse, whose coming led to the opening and development of this vast region of wealth, continues to serve faithfully the needs of the State. Of the total of 7050-odd miles of steam railroad built in Oklahoma since the first rail was laid in June 1870, slightly over 6,300 miles remain in operation at the present writing; these figures refer, of course, to main line track. It is likely that the years to come will not witness further changes of magnitude and that the people of Oklahoma, all too unconscious of past services, will continue to benefit from the best that the railroad world has to offer.

II. The following table indicates the mileage of common carrier railroads in Oklahoma according to 1940 records of the State Corporation Commission.

STEAM RAILROADS

Company	Miles Length	Page Reference
Arkansas Western	9.65	28
Atchison, Topeka and Santa Fe	1343.76	29-39
Beaver, Meade and Englewood	105.13	40
Chicago, Rock Island and Pacific	1170.40	40-44
Fort Smith and Van Buren	20.92	45
Gulf, Colorado and Santa Fe	134.75	29
Kansas City Southern	142.94	47
Kansas, Oklahoma and Gulf	310.28	48-49
Midland Valley	239.62	50
Missouri-Kansas-Texas (Katy)	850.65	50-53
Missouri Pacific	161.88	54
Oklahoma and Rich Mountain	16.95	58
Oklahoma City-Ada-Atoka	132.43	60-62
Okmulgee Northern	9.90	63
Osage Railway	17.71	63
Panhandle and Santa Fe	91.26	29
Saint Louis-San Francisco (Frisco)	1498.27	66-70
Texas, Oklahoma and Eastern	39.74	71-72
Wichita Falls & Oklahoma RR. of Okla. (Wichita Valley Railroad)	7.53	73
TOTAL	6303.77	

ELECTRIC RAILROADS

Company	Miles Length	Page Reference
*Muskogee Electric Traction	15.00	55
**Northeast Oklahoma Railroad	19.71	55-56
Oklahoma Railway	105.56	58-60
Pittsburgh County Ry.	21.87	63-64
Sand Springs Ry.	10.34	70
Sapulpa Union Ry.	12.30	70-71
Union Electric Ry.	20.50	72
TOTAL	205.28	
Total operated, steam and electric	6509.05	

NOTE:—Although the foregoing table shows the Frisco system as operating the greatest mileage in Oklahoma, all-time construction records place the Santa Fe first with a total of 1671.1 miles and the Frisco second with 1534.3 miles, with the Rock Island third at 1437.2 miles. The fourth major road, the Katy, has an all-time construction record of 1030 miles.

* Use of electricity discontinued. Employs gasoline locomotives.

** Use of electricity discontinued. Employs diesel-electric locomotives.

III. The following list comprises all main companies known to have operated lines of railroad within the State of Oklahoma inclusive of lines no longer in operation.*

- A. Common carrier standard-gauge steam railroads.
- 1. Atchison, Topeka and Santa Fe Railway Company, including the Gulf, Colorado and Santa Fe and the Panhandle and Santa Fe.
- 2. Chicago, Rock Island and Pacific Railway Company, including the Choctaw, Oklahoma and Gulf.
- 3. Choctaw, Newcastle and Western Railroad Company. (Abandoned).
- 4. Fort Smith and Western Railway Company. (Abandoned).
- 5. Kansas City Southern Railway Company, including (a) the Arkansas Western, (b) the Fort Smith and Van Buren and (c) the Poteau Valley.
- 6. Kansas, Oklahoma and Gulf Railway Company.
- 7. Midland Valley Railroad Company.
- 8. Missouri-Kansas-Texas Railroad Company (KATY), including the Beaver, Meade and Englewood Railroad Company.
- 9. Missouri Pacific Railroad Company.
- 10. Muskogee Company. A holding company controlling the Kansas, Oklahoma and Gulf; the Midland Valley; the Oklahoma City-Ada-Atoka and the Osage Railway.
- 11. Oil Fields Short Line Railroad Company. (Abandoned).
- 12. Oklahoma and Arkansas Railway Company. (Abandoned).
- 13. Oklahoma and Rich Mountain Railroad Company.
- 14. Oklahoma City-Ada-Atoka Railway Company.
- 15. Oklahoma-Southwestern Railway Company. (Abandoned).
- 16. Okmulgee Northern Railway.
- 17. Osage Railway Company.
- 18. Poteau and Cavanal Mountain Railroad. (Abandoned).
- 19. Saint Louis, El Reno and Western Railway Company. (Abandoned).
- 20. Saint Louis-San Francisco Railway Company (FRISCO).
- 21. Texas, Oklahoma and Eastern Railroad Company.
- 22. Webber Falls Railroad. (Abandoned).
- 23. Wichita Valley Railway.

B. Common carrier standard-gauge electric railroads.

- 1. Bartlesville Interurban Railway. (Abandoned).
- 2. Lawton Railway and Lighting Company; formerly the Lawton and Fort Sill Electric Railway Company. (Abandoned).
- 3. Muskogee Electric Traction Company.
- 4. Northeast Oklahoma Railroad Company.
- 5. Oklahoma Railway Company.
- 6. Pittsburg County Railway Company.
- 7. Sand Springs Railway Company.

(*) Does not include companies absorbed or acquired by other corporate identities; see main text for details of predecessor companies.

8. Sapulpa Union Railway Company.
 9. Shawnee-Tecumseh Traction Company. (Abandoned).
 10. Union Electric Railway Company.
- C. Private standard-gauge steam railroads.
1. Dierks Lumber Company. One line runs north into northern McCurtain County from a connection with the Texas, Oklahoma and Eastern at Wright City. Another line runs east from a connection with the Oklahoma and Rich Mountain at Big Cedar.
 2. Hazel-Atlas Glass Company. Runs east from a connection with the Frisco about one mile north of Mill Creek.
 3. Oklahoma Gas and Electric Company. One line runs north from a connection with the Rock Island west of Harrah. A second line runs southeast from Ponea City.
 4. Rock Island Coal Mining Company. Operated by the Chicago, Rock Island and Pacific Railway Company. Runs northeast from a connection with the C. R. I. & P. east of Hartshorne.
 5. Seneca Coal and Coke Company. Runs southeast from a connection with the Frisco at Catoosa.
 6. Southern Rock Asphalt Company. Runs east from a connection with the Santa Fe at Dougherty.
 7. Steward and Beuteischies Railway Company. Runs northeast from a connection with the Midland Valley north of Bokoshe and from a connection with the Fort Smith and Van Buren east of Bokoshe.
 8. Trojan Coal Company. Located at and near Warner. (Abandoned).
 9. Martin Coal and Coke Company. Located at Howe. (Abandoned).
- D. Private narrow-gauge steam railroads.
1. Bushow Lumber Company. Located near Stapp. (Abandoned).
 2. Dewey Cement Company. Runs east from cement plant at Dewey.
 3. U. S. Gypsum Company. Located just east of Southard.
- E. Private narrow-gauge electric railroads.
1. Cardin Mining and Milling Company. Located in and near Cardin.
 2. Eagle-Picher Mining and Milling Company. In and near Picher.

IV. Corporate History and Construction Records of Railroads in Oklahoma.

ARKANSAS WESTERN RAILWAY COMPANY

Corporate History

1. Arkansas Western Railway Company.
Incorporated, May 13, 1904, under the General Laws of Arkansas, for a period of fifty years, at the instance of the Kansas City Southern Railway Company, for the purpose of purchasing the property of (2). The transaction was completed as of June 1, 1904.



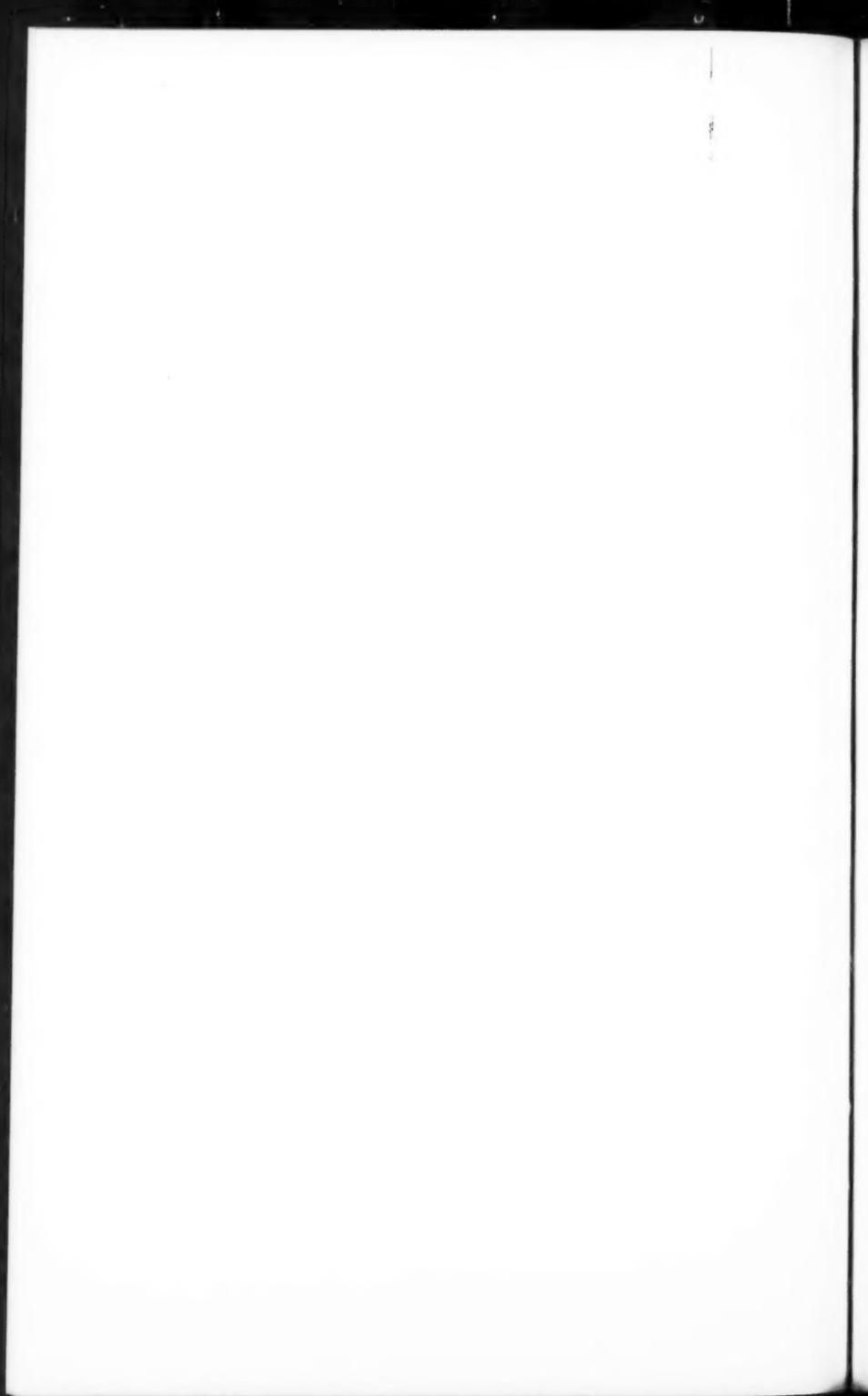
Courtesy of R. L. Graves

Choctaw, Oklahoma & Gulf #19, 4-4-0, Weatherford, Okla. About 1900. Renumbered 30.
Became RI 430. BLW 1894 (14319).



Courtesy of Preston George

Fort Smith & Western #14 with train of cotton at Castle, Okla., Nov. 3, 1912. ALCo 1907, #42968.



Controlled by the Kansas City Southern Railway Company through ownership of all outstanding stocks and bonds, but operated by its own organization.

2. Arkansas Western Railroad Company.

Incorporated, December 13, 1899, under the General Laws of Arkansas, for the purpose of building and operating a railroad from Heavener, Oklahoma (then the Indian Territory), to Waldron, Arkansas.

Purchased by (1), June 1, 1904.

Construction Record in Oklahoma

Item	Year Built	Miles Built	Com- pany (2)	Line
1	1900-01	9.6		Heavener, Oklahoma to Oklahoma-Arkansas State Line.

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

Corporate History

1. The Atchison, Topeka and Santa Fe Railway Company.

Organized and incorporated under the General Laws of Kansas, December 12, 1895, for the purpose of acquiring the rights, property and franchises of (2).

2. Atchison, Topeka and Santa Fe Rail Road Company.

Sold at foreclosure sale, December 10, 1895, after receivership begun December 24, 1893, and reorganized, December 12, 1895, as (1). See (3).

3. Atchison and Topeka Railroad Company.

Incorporated under special Act of the Territory of Kansas, February 11, 1859. Name changed to (2), November 24, 1863.

4. The Panhandle and Santa Fe Railway Company.

Incorporated, November 2, 1886, under Chapter 1, Title 84, of the Revised Statutes of Texas, as the Southern Kansas Railway Company of Texas, for a period of fifty years. Name changed to (4), June 5, 1914.

Organized in the interest of, and controlled by, (1) through ownership of capital stock. The Company neither owns nor leases any equipment.

5. The Gulf, Colorado and Santa Fe Railway Company.

Incorporated for a period of sixty years under an Act of the Legislature of the State of Texas, passed May 28, 1873. The line in Oklahoma was built under authority of an Act of Congress approved July 4, 1884.

On April 15, 1879, all the property, rights and franchises were sold at foreclosure sale to satisfy a note for \$250,000 held by George Sealy who bought in the property for \$200,000. On April 19, 1879, Sealy and certain associates, as purchasers of the property, reorganized under the old charter of the Gulf, Colorado and Santa Fe, new books being opened as of the same date. Since this date, the road has been financed through issuance of capital stock and funded debt and by advances received from (1).

6. The Hutchinson and Southern Railway Company.
Incorporated under the General Laws of Kansas, December 21, 1897. Sold to (1), December 20, 1899.
7. The Hutchinson and Southern Railroad Company.
Incorporated under the General Laws of Kansas, through articles of consolidation, dated October 5, 1889; filed in Kansas, October 7, 1889.
Sold to (6) at foreclosure, January 21, 1898, after receivership begun August 9, 1893.
8. The Hutchinson, Oklahoma and Gulf Railway Company.
Incorporated under the General Laws of Kansas, March 7, 1889.
Consolidated, October 7, 1889, with (9) to form (7).
9. The McPherson, Texas and Gulf Railroad Company.
Incorporated under the General Laws of Kansas, May 31, 1887.
Consolidated, October 7, 1889, with (8) to form (7).
10. Gulf Railroad Company.
Incorporated under the General Laws of the Territory of Oklahoma, September 24, 1896.
Sold to (6), being conveyed in two sections by deeds dated March 22, 1898, and November 13, 1899, respectively.
11. The Blackwell and Southern Railway Company.
Incorporated under the General Laws of the Territory of Oklahoma, June 2, 1899.
Sold to (1), January 26, 1900.
12. The Kansas, Oklahoma Central and Southwestern Railway Company.
Incorporated under the General Laws of the Territory of Oklahoma and of the State of Kansas, June 14, 1893, and August 17, 1894, respectively.
Sold at foreclosure, June 29, 1900, and conveyed to (1), July 2, 1900.
13. The Eastern Oklahoma Railway Company.
Incorporated under the General Laws of the Territory of Oklahoma, July 24, 1899.

Sold to (1), June 20, 1907.

The property was operated under lease by (1) from January 1, 1900, the date when the first section of road was opened for operation, to date of sale.

14. The Guthrie and Western Railway Company.

Incorporated under the General Laws of the Territory of Oklahoma, January 9, 1900.

Sold to (13), June 16, 1902, and controlled at that date by (1) through subscription of the entire amount of authorized capital stock. The property was operated by (1) under an implied lease from date of completion to date of sale.

15. The Kiowa, Chickasha and Fort Smith Railway Company.

Incorporated under the General Laws of Kansas, July 13, 1899.

Sold to (13), March 14, 1904.

The property was operated by (5) as agent for (1) under an implied lease from December, 1903, when first opened for operation, to date of sale.

16. The Denver, Enid and Gulf Railroad Company.

Incorporated under the General Laws of the Territory of Oklahoma, March 31, 1902.

Sold to (13), May 22, 1907.

The road was operated by its own organization from October 10, 1902, when the first section was opened for operation, to date of sale. Construction was done through contracts with (1) and with the Bes Line Construction Company.

17. The Denver, Kansas and Gulf Railway Company.

See (18).

Sold to (16), April 3, 1907.

18. The Denver, Kansas and Gulf Railroad Company.

Incorporated under the General Laws of Kansas, August 16, 1905. Named changed to (17), October 17, 1905.

19. The Southern Kansas Railway Company.

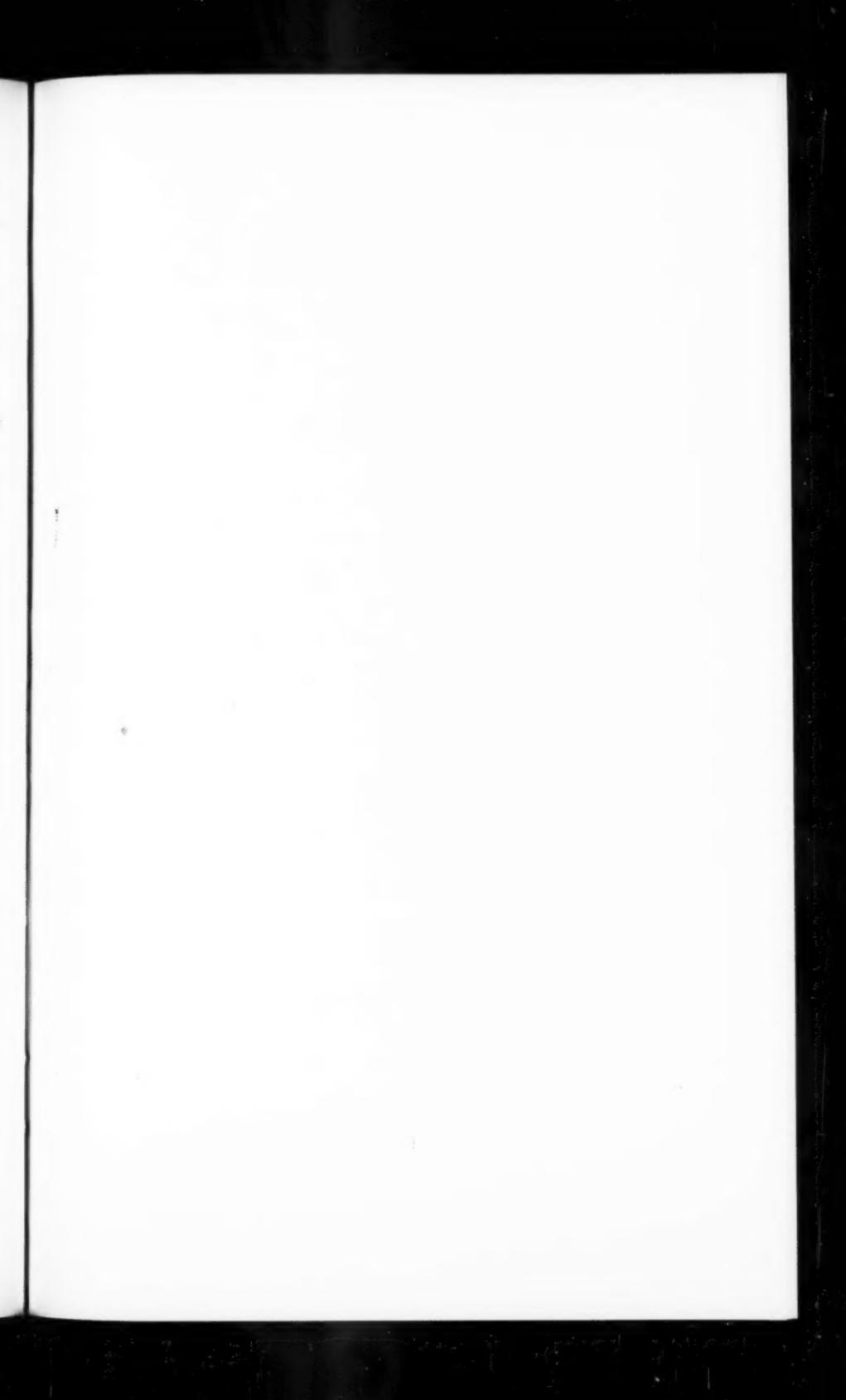
Incorporated under the General Laws of Kansas, through articles of consolidation dated April 16, 1885; filed in Kansas, April 16, 1885.

Sold to (1), February 15, 1899.

20. The Kansas Southern Railway Company.

Incorporated under the General Laws of Kansas, through articles of consolidation dated February 15, 1884; filed in Kansas, February 15, 1884.

- Consolidated, April 16, 1885, with (21), (22) and (23) to form (19).
21. The Kansas City and Emporia Railroad Company.
Incorporated under the General Laws of Kansas, December 11, 1880.
Consolidated, April 16, 1885, with (20), (22) and (23) to form (19).
22. Southern Kansas Railway Company.
Incorporated under the General Laws of Kansas, through articles of consolidation dated June 6, 1883; filed in Kansas, July 16, 1883.
Consolidated, April 16, 1885, with (20), (21) and (23) to form (19).
23. The Harper and Western Railroad Company.
Incorporated under the General Laws of Kansas, July 1, 1884.
Consolidated, April 16, 1885, with (20), (21) and (22) to form (19).
24. Kansas City, Lawrence and Southern Kansas Railroad Company.
Incorporated under the General Laws of Kansas through articles of consolidation dated November 20, 1880; filed, December 15, 1880.
Consolidated, July 16, 1883, with (31) and (32) to form (22).
25. Kansas City, Lawrence and Southern Railroad Company.
Incorporated under the General Laws of Kansas through articles of consolidation dated March 19, 1879; filed, March 29, 1879.
Consolidated, December 15, 1880, with (30) and (29) to form (24).
26. Lawrence and Galveston Railroad Company.
Incorporated under the General Laws of Kansas, January 27, 1879.
Consolidated, March 29, 1879, with (27) and (28) to form (25).
27. Southern Kansas Rail Road Company.
Incorporated under the General Laws of Kansas, June 26, 1871.
Consolidated, March 29, 1879, with (26) and (28) to form (25).
28. Kansas City and Santa Fe Railroad Company.
Incorporated under the General Laws of Kansas, March 8, 1879.
Consolidated, March 29, 1879, with (26) and (27) to form (25).



Courtesy of Crawford Funk

K. C. M. & O. Laying track two miles south of Fairview, Okla., about 1905.



29. Southern Kansas and Western Railroad Company.
Incorporated under the General Laws of Kansas, February 11, 1879.
Consolidated, December 15, 1880, with (25) and (30) to form (24).
30. Sumner County Railroad Company.
Incorporated under the General Laws of Kansas, April 5, 1880.
Consolidated, December 15, 1880, with (29) and (25) to form (24).
31. Kansas City and Olathe Railroad Company.
Incorporated under the General Laws of Kansas, June 18, 1881.
Consolidated, July 16, 1883, with (24) and (32) to form (22).
32. Ottawa and Burlington Railroad Company.
Incorporated under the General Laws of Kansas, February 19, 1881.
Consolidated, July 16, 1883, with (24) and (31) to form (22).
33. Kansas City, Burlington and Santa Fe Railway Company.
Incorporated under the General Laws of Kansas, February 4, 1870.
Sold at foreclosure, January 4, 1881, and conveyed to (32) on March 31, 1881.
34. The Crawford County Railroad Company.
Incorporated under the General Laws of Kansas, February 7, 1884.
Consolidated, February 15, 1884, with (35) to form (20).
35. Kansas Southern Railroad Company.
Incorporated under the General Laws of Kansas, June 1, 1883.
Consolidated, February 15, 1884, with (34) to form (20).
36. The Nebraska, Topeka, Iola and Memphis Railroad Company.
Incorporated under the General Laws of Kansas, June 17, 1881.
Sold at foreclosure, January 21, 1884, and conveyed, February 6, 1884, to E. Wilder, who caused incorporation of (34) to acquire the property.
37. Leavenworth, Lawrence and Galveston Railroad Company.
See (38).
Sold at foreclosure, August 9, 1878, and conveyed by deeds dated October 22, 1878, and January 14, 1879, to (25) as of date March 5, 1879.

38. Leavenworth, Lawrence and Fort Gibson Railroad Company.
Incorporated under Special Act of the Territory of Kansas, February 12, 1858.
Name changed to (37), February 24, 1866.
39. Kansas City and Santa Fe Railroad and Telegraph Company.
Incorporated under the General Laws of Kansas, March 25, 1869.
Sold at foreclosure, February 4, 1879, and conveyed to (28), March 12, 1879.
40. Buffalo and Northwestern Railroad Company.
Incorporated under the General Laws of Oklahoma, July 18, 1919.
See (41).
Sold to (1), July 1, 1920.
41. Buffalo and Northwestern Railway Company.
Incorporated in Oklahoma, April 10, 1916.
Reorganized and (40) incorporated instead.
42. Oklahoma Central Railroad Company.
Incorporated under the General Laws of Oklahoma, July 31, 1914,
as a reorganization of (43), (45) and (46) and controlled by (1)
through ownership of a majority of the capital stock.
43. Oklahoma Central Railway Company.
See (44).
Sold at foreclosure, July 31, 1914, after receivership begun June
2, 1908.
Acquired by (1) through reorganization as of August 1, 1914.
44. Canadian Valley and Western Railway Company.
Incorporated under the General Laws of Oklahoma Territory, September
20, 1904.
Name changed to (43), September 27, 1905.
45. Chickasha Terminal Railway Company.
Incorporated under the General Laws of Oklahoma, November 24,
1909.
With (46), included in sale of (43), July 31, 1914, and acquired
by (1), August 1, 1914, through reorganization.
46. Ada Terminal Railway Company.
Incorporated under the General Laws of Oklahoma, August 11,
1909.
See (45).

47. Oil Fields and Santa Fe Railway Company.
Incorporated under the General Laws of Oklahoma, April 7, 1915.
Controlled by (1) through ownership of entire capital stock.
The property of (48) and (49), purchased May 7, 1915, was operated for its account by (1) from this date to December 31, 1915, and has been operated under lease by (1) since January 1, 1916.
48. Cushing Traction Company.
Incorporated under the General Laws of Oklahoma, (See 49).
May 23, 1914.
49. Oil Belt Terminal Railway Company.
Incorporated under the General Laws of Oklahoma Sept. 23, 1914, and, with (48), sold by, or through, Frank Brown and R. D. Long, to (47), May 7, 1915.
50. The Kansas and Southeastern Railroad Company.
Incorporated under the General Laws of Kansas, August 16, 1897.
Sold to (1), December 20, 1899.
51. The Kansas City, Mexico and Orient Railway Company (2nd Corporation).
Incorporated in Kansas, April 1, 1925, for the purpose of acquiring the property of (52).
Leased to (1), August 1, 1929, for a period of ten years and thereafter from year to year subject to termination on ninety days notice on part of either party.
52. Kansas City, Mexico and Orient Railroad Company.
Incorporated, July 6, 1914, under the General Laws of Kansas for the purpose of acquiring and operating the lines of railroad formerly owned and operated by (53); said property being purchased July 6, 1914, and controlled by the purchasing committee representing a majority of the former bondholders of (53) through the Columbia Trust Company, of New York, as trustee. Operated by its own organization from July 6, 1914, to April 16, 1917; by Wm. T. Kemper, receiver, from April 17, 1917; by the United States Railroad Administration from January 1, 1918, to termination of Government control.
53. The Kansas City, Mexico and Orient Railway Company (1st Corporation).
Incorporated in Kansas, May 1, 1900.
Placed in operation, April 1, 1903, between Milton, Kansas, and Carmen, Oklahoma.

- Went into receivership, March 7, 1912, and was operated by receivers until foreclosure sale to (52), July 6, 1914.
54. Clinton and Oklahoma Western Railroad Company.
Incorporated in Oklahoma, April 9, 1920.

On April 10, 1920, purchased rights of (55) and (56).

In June, 1928, control was acquired by (1) through purchase of capital stock.
55. Clinton and Oklahoma Western Railway Company.
Incorporated, November 10, 1908, under the General Laws of Oklahoma, for the stated purpose of constructing, maintaining and operating a railroad in the State of Oklahoma from Clinton to Guymon and from Clinton to Lehigh.

Organized, November 17, 1908.

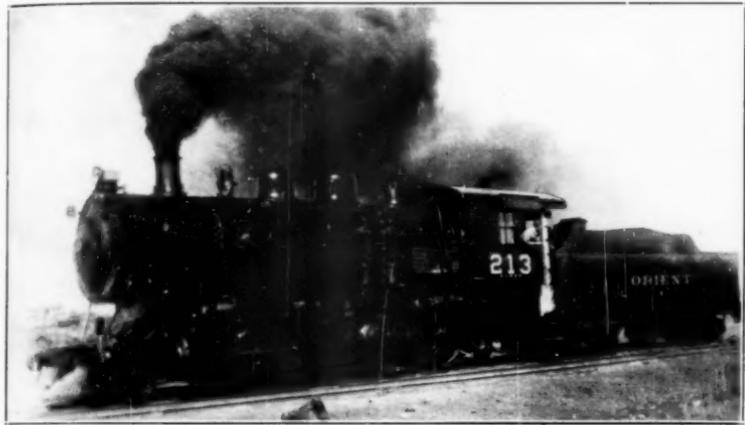
Sold to (54), April 10, 1920.
56. The Cheyenne Railroad Company.
Incorporated, November 6, 1916, under the General Laws of Oklahoma, for the purpose of acquiring and operating the property of (57).

Leased to (55), September 4, 1917.
57. Cheyenne Short Line Railroad Company.
Incorporated in Oklahoma, December 2, 1912.

Sold to E. L. Mitchell, Perry Madden and S. Grim at receiver's sale, November 4, 1916.

Conveyed to (56), January 5, 1917.
58. The Healdton and Santa Fe Railway Company.
Incorporated under Oklahoma laws, October 13, 1925, to acquire and operate the properties of (59) and (60).

Leased to (5), January 1, 1926, for ten years and thereafter from year to year subject to cancellation on ninety days notice.
59. Oklahoma, New Mexico and Pacific Railway Company.
Incorporated, January 8, 1913, under the General Laws of the State of Oklahoma for the purpose of constructing and operating a railroad from Ardmore, via Waurika, to Lawton. The road was built under contract by John Ringling and controlled by him through ownership of all the outstanding capital stock save director's qualifying shares.



Courtesy of Orris Bilger

K. C. M. & O. #213. ALCo.-Pitts., 1911 (#48643). Later A. T. & S. F. #2547.



Courtesy of S. R. Wood

M. K. & T. #33, Grant 1873. First Katy train into Oklahoma City, 1903.

6

6

6

6

6

60. Ringling and Oil Fields Railway.

Incorporated, November 23, 1916, under the General Laws of Oklahoma, for the purpose of constructing and operating a railroad from Ringling to Oklahoma City. The road was built under contract by the Ringling Construction Company.

Leased to (59), September 15, 1917, for a period of 99 years.

61. North Texas and Santa Fe Railway Company.

Incorporated in Texas, July 25, 1916.

Road opened in July, 1920.

Leased to (4) for operation, March 1, 1920.

62. Elkhart and Santa Fe Railway Company.

Organized to build a line of railroad from Elkhart, Kansas to Felt, Oklahoma, incorporated in Oklahoma, January 12, 1925.

Line completed, December 1, 1925.

Leased to (1), which owns all capital stock and all bonded debt.

63. Osage County and Santa Fe Railway Company.

Incorporated in Oklahoma, February 24, 1917, to construct a line of railroad from Owen to a connection with the main line between Ralston and Fairfax known as Osage Junction. Thirty-five miles were placed in operation from Owen to Pawhuska in August, 1923, and the balance early in 1927. The company is leased to (1) as of March 1, 1920, for ten years and thereafter from year to year subject to termination of lease on ninety days notice.

All securities of the company are owned by (1).

64. Tulsa and Santa Fe Railway Company.

Incorporated in Oklahoma, December 12, 1917, to provide an independent freight and passenger terminal in Tulsa to be operated under lease.

Placed in operation, May 1, 1919.

Operates 1.43 mile of yard track and sidings.

All capital stock, excepting director's shares, are owned by (1).

Construction Record in Oklahoma

Item	Miles Built	Year Built	Com- pany	Line built
1	149.5	1886-7	(19)	Kansas-Oklahoma State Line to Purcell.
2	99.2	1887	(5)	Texas-Oklahoma State Line to Purcell. (0.6 mile at Purcell added in 1934).
3	117.6	1886-7	(19)	Kansas-Oklahoma State Line near Kiowa, Kansas, to Oklahoma-Texas State Line near Goodwin. (Change in line made later west of Alva and west of Woodward).
4	8.5	1897	(7)	Kansas-Oklahoma State Line to Wakita.
5	12.1	1897	(10)	Wakita to Medford.
6	26.6	1897-8	(10)	Medford to Blackwell.
7	9.1	1898	(50)	Kansas-Oklahoma State Line near Hunnewell, Kansas, to Braman, Oklahoma.
8	14.5	1899	(6)	Blackwell to Ponca City.
9	16.0	1899	(11)	Braman to Tonkawa.
10	56.8	1899	(12)	Kansas-Oklahoma State Line near Owen, Oklahoma, to Owasso, Oklahoma.
11	10.6	1900	(14)	Seward to Cashion. (Abandoned, 1934; total 11.1 mi.)
12	47.9	1900-02	(13)	Guthrie Junction (Eastern Oklahoma Junction) to Cushing Junction.
13	40.4	1900-02	(13)	Ripley to Esau Junction.
14	182.5	1900-04	(13)	Newkirk to Pauls Valley (via Cushing and Shawnee).
15	24.2	1901-03	(15)	Pauls Valley to Lindsay.
16	55.2	1902	(16)	Guthrie to Enid.
17	10.7	1904-05	(16)	Blanton Junction to Hillsdale.
18	10.3	1905	(1)	Owasso to Tulsa.
19	46.2	1905-06	(16)	Hillsdale, Oklahoma, to Oklahoma-Kansas State Line near Kiowa, Kansas.
20	9.3	1906	(13)	Davis to Sulphur. (Abandoned, 1938).
21	55.5	1903	(53)	Kansas-Oklahoma State Line near Waldron, Kansas, to Fairview, Oklahoma. (19.4 miles abandoned—see note).
22	28.9	1905	(53)	Fairview to Oakwood.
23	21.1	1906	(53)	Oakwood to Foley.
24	2.0	1906	(53)	Ewing to Clinton.
25	79.6	1908	(53)	Clinton to Oklahoma-Texas State Line south of Elmer.
26	127.7	1906-08	(43)	Lehigh to near Chickasha (21.8 miles, Purcell to Byars, abandoned in 1934 and 39.9 miles, Ada Jct. to Lehigh, abandoned in 1934. (37.9 miles abandoned, see note).
27	1.9	1909	(46)	Ada Junction to Ada.
28	3.4	1910	(45)	In and near Chickasha. Abandonment authorized 2-9-1942.
29	21.5	1909-10	(55)	Clinton to Butler.
30	30.0	1912	(55)	Butler to Strong City.
31	6.9	1913	(57)	Cheyenne to Strong City.
32	0.9	1915	(55)	Hammon to M-K-T Jct.
33	20.0	1913	(59)	Ardmore to Wilson.
34	10.0	1914	(59)	Wilson to Ringling.
35	6.0	1916-7	(60)	Ringling Junction to Healdton.
36	10.0	1915	(48)	Cushing to Pemeta.
37	8.0	1915	(49)	Oilton to Jennings. (7.4 miles abandoned, 1934).
38	5.9	1915	(47)	Pemeta to Oilton. (4.2 miles abandoned—see note).
39	4.3	1915	(47)	Frey Junction to end of track south of Drumright.
40	1.4	1919	(64)	Terminal facilities in Tulsa.

41	51.4	1919-20	(40)	Waynoka to Buffalo. (0.1 mi. abandoned at Buffalo, 1937).
42	9.6	1920	(61)	Shattuck to Oklahoma-Texas State Line (to Spearman, Tex.)
43	6.5	1922	(1)	Hickman Junction to Naphtha. (Abandoned, 1939).
44	2.8	1922	(1)	Naphtha Junction to Denoya. (Abandoned, 1939).
45	35.0	1923	(63)	Owen to Pawhuska.
46	58.8	1925	(62)	Kansas-Oklahoma State Line near Elkhart, Kansas, to Felt, Oklahoma. (18.6 miles abandoned —see note).
47	9.9	1925	(1)	Marland to Lio. (Abandoned—1942).
48	27.5	1927	(63)	Pawhuska to Osage Junction.
49	24.7	1929	(54)	Cheyenne to Oklahoma-Texas State Line.
50	11.4	1931	(62)	Felt to Oklahoma-New Mexico State Line. (Abandoned 8-3-1942).
51	21.1	1931	(62)	Boise City to Oklahoma-Texas State Line.
52	20.2	1937	(62)	Boise City to Oklahoma-Colorado State Line.

Trackage Rights

Miles	Line
0.8	over Frisco in Tulsa.
3.0	over Frisco, Blanton Jct. to Enid.
12.7	over Frisco, Foley to Ewing.
1.1	over Katy, Hammon Jct. to M-K-T Jct.

Note : The following lines have been abandoned :

Cherokee, northeast to Kansas state line near Waldron, Kansas, authorized on Sept. 26, 1942.

Purcell to Chickasha authorized in 1942.

Frey Jet. to Oilton authorized in 1941.

Marland to Lio authorized in Sept. 1942.

Boise City via Felt to New Mexico state line, request for abandonment in 1942.

BARTLESVILLE INTERURBAN RAILWAY COMPANY

(Abandoned)

Corporate History

The Bartlesville Interurban Railway Company was incorporated in Oklahoma on December 8, 1905, for the purpose of operating a line of interurban railroad between the cities of Bartlesville and Dewey, a distance of about four miles, and commenced operation soon thereafter.

On September 27, 1919, the name was changed to Bartlesville Gas and Electric Company.

The Bartlesville Interurban Company was incorporated in Oklahoma on September 11, 1919. The company was dissolved February 8, 1923.

BEAVER, MEADE AND ENGLEWOOD RAILROAD COMPANY

Corporate History

1. Beaver, Meade and Englewood Railroad Company.
Incorporated in Oklahoma, June 12, 1912.

Charter amended, April 12, 1924, and again on June 17, 1930. On November 25, 1929, the Interstate Commerce Commission authorized the Missouri-Kansas-Texas Railroad Company to acquire control by purchase of capital stock and First Mortgage bonds, but an agreement was not reached with the owners. Further authorization, as of April 2, 1931, involving purchase of \$920,000 capital stock and \$911,000 in First Mortgage bonds for the sum of \$2,310,000 resulted in control passing into the hands of the Katy.

Construction Record in Oklahoma

Item	Year Built	Miles Built	Com- pany	Line
1	1915	6.6	(1)	Beaver to Forgan.
2	1925	19.9	(1)	Forgan to Turpin.
3	1927	18.5	(1)	Turpin to Hooker.
4	1929	20.1	(1)	Hooker to Hough.
5	1930-31	40.1	(1)	Hough to Keys.

CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY COMPANY

Corporate History

1. Chicago, Rock Island and Pacific Railway Company.
Incorporated under the General Laws of Illinois and of Iowa through articles of consolidation filed in Illinois, June 2, 1880; in Iowa, June 3, 1880. Trustees appointed November 22, 1933, effective December 1, 1933.
2. Chicago, Rock Island and Pacific Railroad Company (2nd Corporation).
Incorporated under the General Laws of Illinois and of Iowa through articles of consolidation dated August 20, 1866; filed in Illinois, October 4, 1866; in Iowa, October 5, 1866.

Consolidated, June 2, 1880, with (a) Iowa Southern and Missouri Northern Railroad Company, (b) Newton and Monroe Railroad Company, (c) Atlantic and Audobon Railroad Company, (d) Atlantic Southern Railroad Company and (e) Avoca, Macedonia and Southwestern Railroad Company to form (1).



Courtesy of M-K-T Lines

M. K. & T. #196. Baldwin 1892, #12654. Later #128.



Courtesy M-K-T Lines

M. K. & T. #373. First run of Texas Special, Muskogee, Okla.

8

4

5

6

1

3. Chicago, Rock Island and Pacific Railroad Company (1st Corporation).
Incorporated under the General Laws of Iowa, June 12, 1866.
Consolidated, August 20, 1866, with the Chicago and Rock Island Rail Road Company to form (2).
4. Chicago, Kansas and Nebraska Railway Company (2nd Corporation).
Incorporated under laws of Kansas and of Colorado through articles of consolidation dated June 13, 1888; filed in Kansas, June 29, 1888; in Colorado, July 2, 1888.
Sold under foreclosure, June 10, 1891, to (1).
5. Chicago, Kansas and Nebraska Railroad Company (1st Corporation).
Incorporated under laws of Kansas, March 9, 1886, and special Act of Congress, March 2, 1887.
Consolidated, June 13, 1888, with the Atchison, Saint Joseph and Northern to form (4).
6. Chicago, Caldwell and Southern Railway Company.
Incorporated under laws of Kansas, September 10, 1886.
Conveyed to (5), August 29, 1887.
7. The Enid and Tonkawa Railway Company.
Incorporated under laws of the Territory of Oklahoma, July 20, 1899.
Conveyed to (1), December 22, 1899.
8. The Guthrie and Kingfisher Railway Company.
Incorporated under laws of the Territory of Oklahoma, December 29, 1899.
Conveyed to (1), October 8, 1900.
9. The Enid and Anadarko Railway Company.
Incorporated under laws of the Territory of Oklahoma, March 8, 1901.
Conveyed to (1), October 21, 1903.
10. Choctaw, Oklahoma and Western Railroad Company.
See (11).
Controlled by (12) until June, 1903.
Conveyed to (1), March 24, 1904.

11. Choctaw, Oklahoma and Gulf Railroad Company (Minor Corporation).

Incorporated under laws of the Territory of Oklahoma, January 23, 1902.

Name changed to (10), May 5, 1902.
12. Choctaw, Oklahoma and Gulf Railroad Company (Main Corporation).

Originally incorporated under Act of Congress, approved August 24, 1894, for the purpose of acquiring the property, rights and franchises of the Choctaw Coal and Railway Company (see 13).

Control acquired in 1902 by (1) through majority ownership of capital stock.

Leased to (1), March 24, 1904, for a period of 999 years.
13. Choctaw Coal and Railway Company.

Incorporated in Minnesota, November 30, 1887.

Charter amended, January 4, 1889, and September 20, 1889.

Charter filed in Oklahoma Territory, March 6, 1891.

Receiver appointed, January 8, 1891.

Sold under foreclosure, September 8, 1894, to a reorganization committee.

Conveyed to (12), October 3, 1894.
14. Western Oklahoma Railroad Company.

Incorporated in the Territory of Oklahoma, December 11, 1900.

Conveyed to (12), May 1, 1902.
15. Choctaw Northern Railroad Company.

See (16).

Conveyed to (12), May 3, 1902.
16. Watonga and Northwestern Railroad Company.

Incorporated in the Territory of Oklahoma, May 19, 1900.

Charter amended and name changed to (15), March 22, 1901.
17. Tecumseh Railway Company.

Incorporated in the Territory of Oklahoma, August 20, 1896.

Purchased by (12), December 12, 1900.
18. Rock Island and Oklahoma Railway Company.

Incorporated in Oklahoma, October 6, 1919.

Opened for operation and operated by (1), May 28, 1920, but no lease or contract executed at that time.

Acquired by (1), December 31, 1923.

Construction Record in Oklahoma

Item	Year Built	Miles Built	Com-pany	Line	Remarks
1	1889-90	121.1	(4)	Kansas State Line north of Medford to Minco.	
2	1892	102.5	(1)	Minco to Oklahoma-Texas State Line (one mile leased to Chicago, Rock Island and Gulf Railway, January 1, 1921).	
3	1899	26.7	(7)	North Enid to Billings.	
4	1900	16.0	(8)	Kingfisher to Cashion (Abandoned 4/1/1937; track removed 6/4/1937.)	
5	1900	97.7	(1)	Chickasha to Mangum.	
6	1901	36.0	(1)	Anadarko to Lawton.	
7	1901-02	68.4	(9)	Enid to Greenfield Jct. (Abandoned, Watonga Jct. to Greenfield Jct., March 1, 1920, 6.3 miles).	
8	1901-02	37.5	(9)	Bridgeport to Anadarko. (Abandoned 1939).	
9	1901-02	41.0	(9)	Lawton to Waurika.	
10	1902	55.7	(1)	Kansas-Oklahoma State Line to Oklahoma-Texas State Line at Texhoma.	
11	1902-03	38.5	(10)	Guthrie to Chandler. (Abandoned, June 1, 1924).	
12	1911	0.9	(1)	At Guthrie, spur to depot. (Abandoned, June 1, 1924).	
13	1903	24.8	(1)	Chickasha to Lindsay. (Abandoned, Sep. 19, 1942).	
14	1903	21.0	(1)	Lawton to Chattanooga. (Abandoned 0.7 mi. at Chattanooga, Jan. 1, 1921). (Remainder abandoned in 1942).	
15	1903	2.4	(1)	El Reno passenger cut-off just east of El Reno, including wye.	
16	1906	6.5	(1)	North Coalgate to Lehigh. (Ceased operation, Nov. 1, 1918.) (Abandoned 4.9 miles, Coalgate to Lehigh, in 1923, but continued operating 1.6 miles, North Coalgate to Coalgate, until 1938 when it was also abandoned).	
17	1910	1.6	(1)	Belt Jct. to Pacific Jct. at El Reno, including north leg of wye. (Freight line).	
18	1920	15.0	(18)	Chattanooga to Grandfield. (Requisitioned by WPB in 1942).	
19	1926	3.7	(1)	Homestead to Okeene Jct.	
20	1926	14.9	(1)	Billings to Tonkawa.	
21	1927	11.4	(1)	Tonkawa to Ponca City.	
22	1927	1.8	(1)	At Ponca City.	
23	1929	41.9	(1)	Kansas-Oklahoma State Line to Oklahoma-Texas State Line at Hitchland.	

CHOCTAW, OKLAHOMA AND GULF RAILROAD COMPANY

(Leased to C. R. I. & P. Ry. Co.)

Item	Year Built	Miles Built	Com-pany	Line	Remarks
1	1889-90	67.4	(13)	Wister to McAlester. (20.0 miles of original line between Wilburton and Haileyville has been abandoned due to relocation of main line in 1902).	
2	1890-92	30.7	(13)	Oklahoma City to Fort Reno. (Relocation of main line through Oklahoma City, effective December 1, 1930, caused net increase of 0.4 mile).	

3	1895	120.2	(12)	McAlester to Oklahoma City.
4	1896	5.2	(17)	Tecumseh Jct. to Tecumseh. (0.2 mile at Tecumseh reclassified as siding in 1902). (Remainder abandoned Feb. 10, 1942).
5	1898	45.2	(12)	Fort Reno to Weatherford.
6	1898	6.4	(12)	Wister to Howe.
7	1899	11.3	(12)	Howe to Oklahoma-Arkansas State line.
8	1901	46.8	(12)	Weatherford to Elk City.
9	1902	40.1	(14)	Elk City to Oklahoma-Texas State Line.
10	1902	117.5	(14)	Branch Jct. to Ardmore. (84.1 miles, Pittsburg to Frisco Jct., abandoned in 1938. 13.9 miles, Frisco Jct. to Ardmore, leased to SL-SF Ry. in 1938 and sold to SL-SF Ry., March 6, 1940. 0.5 mile at Pittsburg abandoned, March 1, 1940).
11	1902	106.3	(15)	Geary to State Line south of Waldron, Kansas (23.4 miles, Homestead to Watonga Jct., abandoned October 31, 1926, and 18.1 miles, Ingersoll to Kansas State Line abandoned September 15, 1936).
12	1902	15.6	(15)	Ingersoll to Alva.
13	1902	20.2	(12)	Tecumseh to Asher. (Abandoned Feb. 10, 1942).
14	1902	17.3	(12)	Wilburton to Haileyville (relocation of main line).

Note: The following lines have been abandoned:

Lindsay to Chickasha authorized in 1942. The line from Lindsay to Pauls Valley is Santa Fe and is still in operation.

Lawton via Chattanooga to Grandfield request for abandonment in 1942.

Tecumseh Jet. via Tecumseh to Asher (not to be confused with the Santa Fe in line between Shawnee and Tecumseh), authorized in November, 1941.

CHOCTAW, NEWCASTLE AND WESTERN RAILROAD COMPANY

(Abandoned)

Incorporated in Oklahoma Territory, January 31, 1907, for the purpose of acquiring and operating a private industrial mine spur built prior to that time.

The reason for incorporating is rumored to have been the securing of more favorable freight rates on shipments of coal.

The line extended from a connection with the Chicago, Rock Island and Pacific Railway Company, near Alderson, southwest 3.3 miles to coal mines. It was acquired in January, 1919, by the McAlester Coal Fields Company and was used after that time as an industrial spur to serve the company's mines. It has since been abandoned.

at
e-

to
s,
y.
0.
l,

as
n-
ll
5,

(
)

0
n
e
-

Y

r-
or

of

d
al
ls
ne



Courtesy of M.K.T. Lines

M. K. & T. train entering Ostage, I. T. yards in 1905.



Courtesy of M.K.T. Lines

M. K. & T. yards, Osage, Indian Terr., 1905.

FORT SMITH AND VAN BUREN RAILWAY COMPANY

Corporate History

1. Fort Smith and Van Buren Railway Company.

Incorporated under laws of Arkansas, April 9, 1910, in the interest of the Kansas City Southern Railway Company.

Controlled by the latter company through ownership of all outstanding stock, but operated by its own organization.

2. Fort Smith and Western Railway Company.

Incorporated in Delaware, January 10, 1921.

Acquired the railroad and property of (3) at foreclosure sale, January 16, 1923. This property included terminal facilities at Fort Smith, Arkansas, and 196.2 miles of main line track between Coal Creek and Guthrie, Oklahoma. Placed in receivership, June 1, 1931, and property sold at auction, July 1, 1939, to the Schiavone-Bonomo Corp. who, in turn, sold 20.9 miles to (1), September 16, 1939. The remainder of the line was dismantled.

See Fort Smith and Western Railway Company for details.

3. Fort Smith and Western Railroad Company.

Incorporated under the laws of Arkansas, January 25, 1899.

Placed in receivership, October 9, 1915, and sold to (2), January 16, 1923.

Construction Record in Oklahoma

Item	Year Built	Miles Built	Com- pany	Line
I	1901-02	20.9	(3)	Coal Creek to 1.7 mile west of Panther.

(The company owns no rolling stock and locomotive service is supplied by the Kansas City Southern at a stipulated rate per hour).

FORT SMITH AND WESTERN RAILWAY COMPANY

(Abandoned)

Corporate History

1. Fort Smith and Western Railway Company.

Incorporated in Delaware, January 10, 1921.

Acquired the railroad and property of (2) at foreclosure sale, January 16, 1923.

On June 1, 1931, the Central United National Bank, Cleveland, Ohio, trustee under the company's First Mortgage, brought suit in Federal Court at Fort Smith, Arkansas, to foreclose mortgage and for appointment of receiver. L. B. Barry, Jr., Vice President and General Manager of the road, was appointed receiver. J. S. Parks was appointed co-receiver on March 23, 1938. Mr. Barry resigned as of June 1, 1938.

Early in 1939 operations were suspended due to insufficient business and to refusal of the Katy to renew trackage rights from Fallis to Oklahoma City. The road was put up for sale at auction and was sold for junk, July 1, 1939; all the line in Oklahoma was sold to the Schiavone-Bonomo Corporation.

On September 16, 1939, the latter corporation sold 20.9 miles of the line from Coal Creek to Mile Post 41 to the Fort Smith and Van Buren Railway Company, a subsidiary of the Kansas City Southern Railway Company. The remainder of the line, from Mile Post 41 to Guthrie, was dismantled during 1939 and the early part of 1940.

2. Fort Smith and Western Railroad Company.

Incorporated under the laws of Arkansas, January 25, 1899, to build a line of railroad westerly from Fort Smith, Arkansas, to a point east of Guthrie, Oklahoma, in what is now Lincoln County, Oklahoma.

On July 3, 1903, it purchased certain portions of the road of (3), and on July 10, 1907, purchased the remainder of (3) with all rights and franchises.

It was placed in receivership on October 9, 1915.

3. Fort Smith and Western Railroad Company of Oklahoma.

Incorporated under the General Laws of the Territory of Oklahoma, February 14, 1902.

Purchased by (2), as stated above, fifty miles being deeded as of July 3, 1903, and two miles additional deeded as of July 10, 1907.

The now-abandoned Saint Louis, El Reno and Western was formerly controlled by (2) through ownership of 51% of the capital stock.

Construction Record in Oklahoma

Item	Year Built	Miles Built	Com- pany	Line
1	1901	17.7	(2)	Coal Creek to McCurtain.
2	1902	57.5	(2)	McCurtain to South Canadian River.
3	1903	69.0	(2)	South Canadian River to a point in Lincoln County.
4	1903	52.0	(3)	From a point in Lincoln County to Guthrie.

Trackage Rights

19.3 miles, Coal Creek, Oklahoma, to Fort Smith, Arkansas, over the lines of the Kansas City Southern Railway Company.

32.5 miles, Fallis to Oklahoma City, over the lines of the Missouri-Kansas-Texas Railroad Company, with freight and passenger terminal facilities at the latter point and with station and yard facilities at Fallis.

Station and yard facilities on the Atchison, Topeka and Santa Fe Railway Company at Guthrie and at Sparks.

KANSAS CITY SOUTHERN RAILWAY COMPANY

Corporate History

1. Kansas City Southern Railway Company.

Incorporated in Missouri, March 19, 1900.

2. Kansas City, Pittsburg and Gulf Railroad Company.

See (3).

Placed in receivership, April 1, 1899.

Property, rights and franchises sold under decree of foreclosure and sale to (1), March 22, 1900.

3. Kansas City, Nevada and Fort Smith Railroad Company.

Incorporated under the General Laws of Missouri, November 6, 1889, for a period of 50 years.

Name changed to (2), January 26, 1893, under amended charter.

Construction Record in Oklahoma

Item	Year Built	Miles Built	Com-pany	Line
1	1895-96	127.6	(2)	Oklahoma-Arkansas State Line northeast of Watts, Oklahoma, to Oklahoma-Arkansas State Line east of Page, Oklahoma.
2	1898	15.3	(2)	Spiro, Oklahoma, to Arkansas State Line near Fort Smith, Arkansas.

Note:—For additional controlled mileage refer to (a) Arkansas Western Railway Company; (b) Poteau Valley Railroad Company; (c) Fort Smith and Van Buren Railway Company; and (d) Fort Smith and Western Railway Company.

KANSAS, OKLAHOMA AND GULF RAILWAY COMPANY

Corporate History

1. Kansas, Oklahoma and Gulf Railway Company.

Incorporated under the laws of Oklahoma, July 31, 1919, as a reorganization of the predecessor companies represented by the Missouri, Oklahoma and Gulf Railway system, inclusive of the Missouri, Oklahoma and Gulf Railway Company of Texas.

The company was placed in receivership June 7, 1924.

In June, 1925, the company passed into the control of the Muskogee Company through a transfer of over 90% of its entire capital stock. A reorganization was effected as of May 1, 1926, through exchange of securities and stock returned to owners.

A contract exists between the company and the Midland Valley Railroad Company (also controlled by the Muskogee Company) whereby joint operation of facilities is effected wherever possible.

2. Missouri, Oklahoma and Gulf Railway Company.

Incorporated under laws of the Territory of Oklahoma, October 24, 1904.

Operated by receivers from December 12, 1913, to December 31, 1918.

Operated by the United States Railroad Administration from January 1, 1919, until termination of Government control.

Sold to (1) in 1919 as described above.

3. Muskogee Union Railway.

Incorporated under laws of the Territory of Oklahoma, May 26, 1903.

Sold to (2), October 29, 1904.

4. Missouri, Oklahoma and Gulf Railroad (2nd Corporation).

Incorporated under the General Laws of Oklahoma, December 12, 1911.

Leased to (2), September 21, 1912, for a period of 99 years.

5. Oklahoma Union Railway.

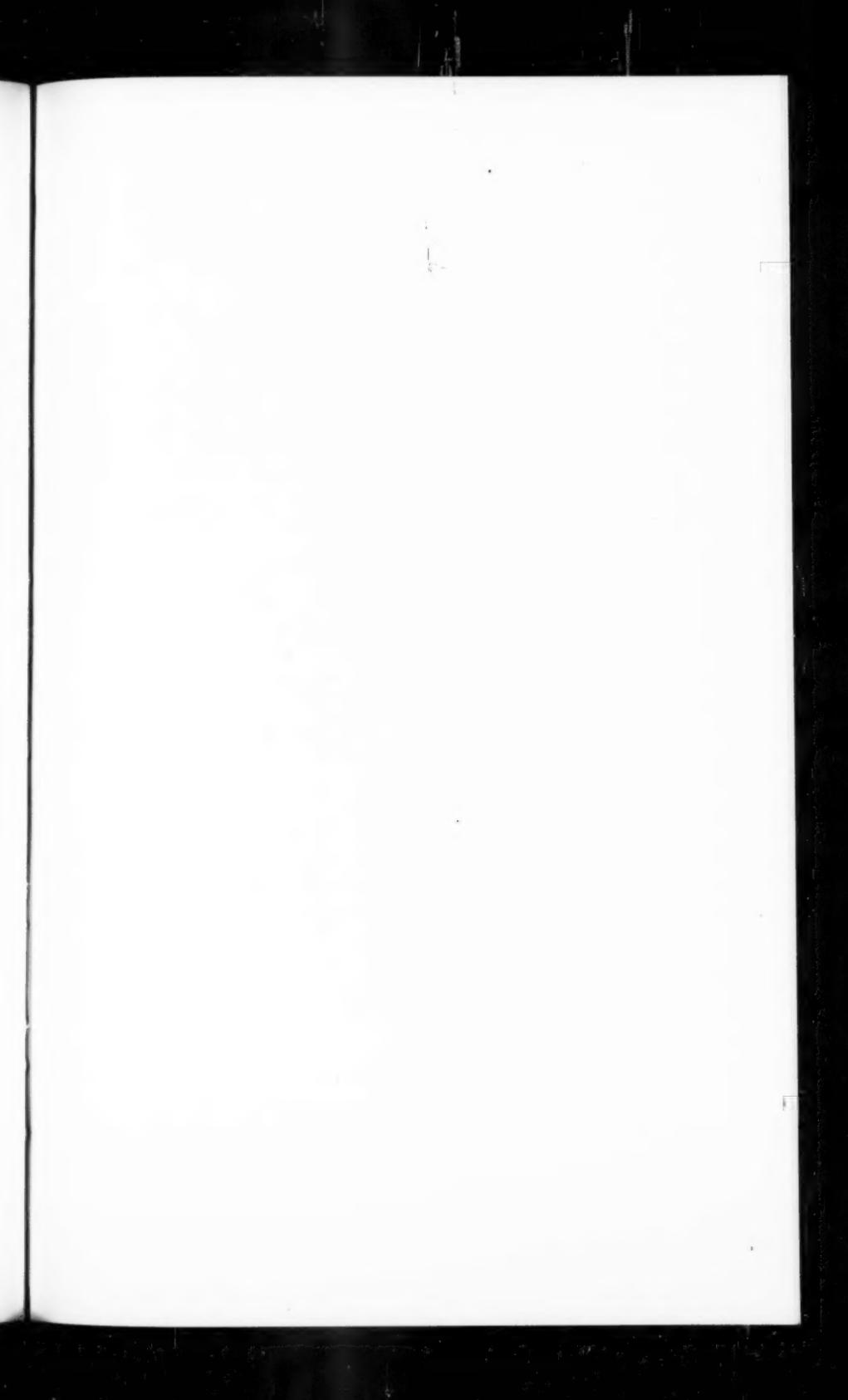
See (6).

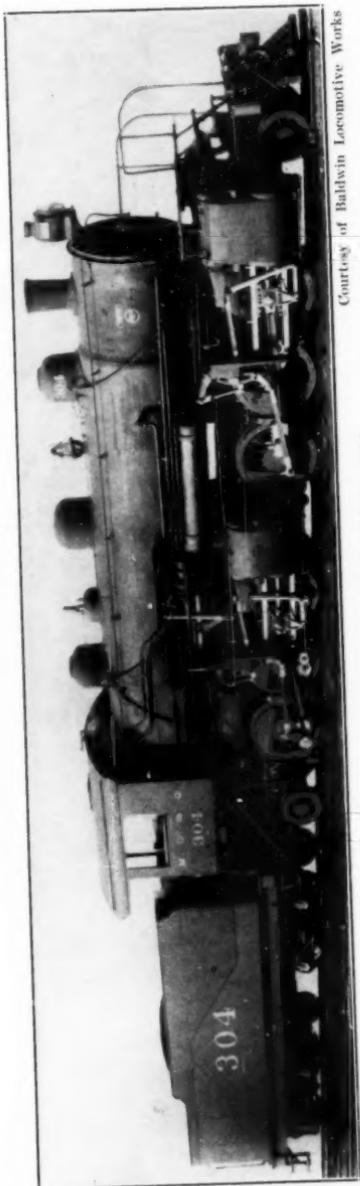
Sold to (4), February 15, 1912.

6. Missouri, Oklahoma and Gulf Railroad Company (1st Corporation).

Incorporated under the General Laws of Oklahoma, July 28, 1910.

Name changed to (5), December 11, 1911.





Courtesy of Baldwin Locomotive Works

Mo. Okla. & Gulf #304, Baldwin, 1912.

7. Muskogee Bridge Company.

Incorporated under laws of the Territory of Oklahoma, June 16, 1903.

Sold to (3), July 20, 1904.

Construction Record in Oklahoma

Item	Year Built	Miles Built	Com-pany	Line
1	1904	8.3	(3)	Wagoner to Okay.
2	1903-04	8.4	(3)	Okay to Muskogee Junction.
3	1903-04	1.4	(2)	Muskogee Jct. to Muskogee. (Reclassified as sid-ing, 1926).
4	1904-05	53.6	(2)	Muskogee Jct. to Dustin.
5	1904	—	(7)	Bridges over Verdigris and Arkansas Rivers.
6	1905-08	4.0	(2)	Dewar to Mile Post 4.
7	1907-08	13.2	(2)	Dustin to Lamar.
8	1907-09	16.2	(2)	Lamar to Calvin.
9	1908-10	102.2	(2)	Calvin to Red River (line to Denison, Texas).
10	1909	2.0	(2)	Arkansas Jct. to Hyde Park. (Abandoned 1915).
11	1910	0.2	(6)	Bridge across Red River south of Durant.
12	1911	4.7	(2)	Bromide Jct. to Bromide.
13	1911	4.3	(2)	Mile Post 4 to Deep Fork.
14	1912-13	95.6	(4)	Kansas-Oklahoma State Line to Wagoner (6.6 miles between Copeland and Cleora replaced by Grand River Dam authority with 6.7 miles on new alignment).

Trackage Rights

5.8 miles over Midland Valley Railway, Midland Valley Jet. to Muskogee; acquired in 1926.

LAWTON RAILWAY AND LIGHTING COMPANY

(Abandoned)

Incorporated in Oklahoma, May 2, 1912, to acquire the property of the Lawton and Fort Sill Electric Railway Company.

The Lawton and Fort Sill Electric Railway Company was incorporated in Oklahoma on October 18, 1909, for the stated purpose of constructing a line of electrically operated railroad from Lawton to Fort Sill and thence to Medicine Park, a summer resort. Construction was begun but soon ceased through lack of funds. Nothing further was done until the Lawton Railway and Lighting Company was incorporated to acquire the property and rights of the former company. Construction was resumed in 1912 but stopped again. Finally work was resumed a third time and the line placed in operation in July 1914 between Lawton and Fort Sill, a distance of about four miles. No further work was ever performed in extending the line to Medicine Park. After several years of activity the line was abandoned and the rails taken up. The exact date of abandonment has not been determined, but is believed to have been sometime in the early 1920's.

MIDLAND VALLEY RAILROAD COMPANY

Corporate History

1. Midland Valley Railroad Company.

Incorporated, June 4, 1903, under the General Laws of Arkansas.

With the Kansas, Oklahoma and Gulf Railway Company, it is controlled through stock ownership by the Muskogee Company, a holding company with headquarters in Philadelphia, Pa.

The Midland Valley was acquired by the Muskogee Company as of June, 1930.

Construction Record in Oklahoma

Item	Year Built	Miles Built	Com-pany	Line
1	1903-04	21.8	(1)	Arkansas-Oklahoma State Line to Bokoshe.
2	1904	29.9	(1)	Bokoshe to Mile Post 59.15.
3	1904	38.8	(1)	Mile Post 59.15 to Muskogee (see Item 7).
4	1904-05	57.9	(1)	Muskogee to Tulsa.
5	1905-06	92.6	(1)	Tulsa to Oklahoma-Kansas State Line (to Wichita).
6	1907	6.3	(1)	Jenks to Glenpool. (Abandoned, Feb. 12, 1936).
7	1908-09	5.7	(1)	Mile Post 59.15 to Mile Post 64.88. (Revision of line resulting in abandonment of 7.6 miles between M. P. 59.15 and Muskogee.)
8	1916	2.4	(1)	Glenpool to Kiefer (1.4 mile, Kiefer to Berryhill abandoned in 1935. Balance of line abandoned effective February 12, 1936).

Trackage Rights

7.2 miles over Frisco in Oklahoma between Rock Island, Okla., and Ft. Smith, Ark.

0.4 mile over Sapulpa Electric Interurban Co. from Kiefer to Crossby-Gillespie Plant. This right acquired in 1921 and relinquished in 1935.

MISSOURI-KANSAS-TEXAS RAILROAD COMPANY

(KATY)

Corporate History

1. Missouri-Kansas-Texas Railroad Company (Katy).

Organized, July 6, 1922, under the General Laws of Missouri. Effectuated by consolidation of (14) and part of (2), December, 1922. (*)

Placed in operation, April 1, 1923.

(*) See Oklahoma City-Ada-Atoka Railway for further details.

2. Missouri, Kansas and Texas Railway Company.

Incorporated under the General Laws of Kansas, November 24, 1899, by consolidation of (3) and (7).

In December, 1922, consolidated with (14) to form (1).

3. Missouri, Kansas and Texas Railway Company (1865 Corporation).

Consolidated, November 24, 1899, with (7) to form (2).

4. Missouri, Kansas and Texas Railroad Company.

Incorporated under the General Laws of Kansas, May 15, 1870.

Name changed to (3), December 12, 1870.

5. Missouri, Kansas and Texas Railway Company.

See (6).

Consolidated, May 15, 1870, with (a) the Neosho Valley and Holden Railway Company and (b) the Labette and Sedalia Railway Company to form (4). The Neosho Valley and Holden and the Labette and Sedalia were incorporated in Kansas, May 7, 1870, and on the same date entered into an agreement by which they were merged with the Katy. Neither company constructed any railroad.

6. Union Pacific Railway Company (Southern Branch).

Incorporated under the General Laws of Kansas, September 25, 1865.

Name changed to (5), May 23, 1870.

7. The Kansas City and Pacific Railroad Company.

Incorporated under the General Laws of Kansas, July 24, 1886.

Consolidated, November 24, 1899, with (3) to form (2).

8. Missouri, Kansas and Oklahoma Railroad Company (of 1903).

Incorporated under the General Laws of the Territory of Oklahoma, December 12, 1903.

Physical property sold to (2), June 30, 1904; corporate rights conveyed to (2), November 3, 1904.

9. Missouri, Kansas and Oklahoma Railroad Company (of 1901).

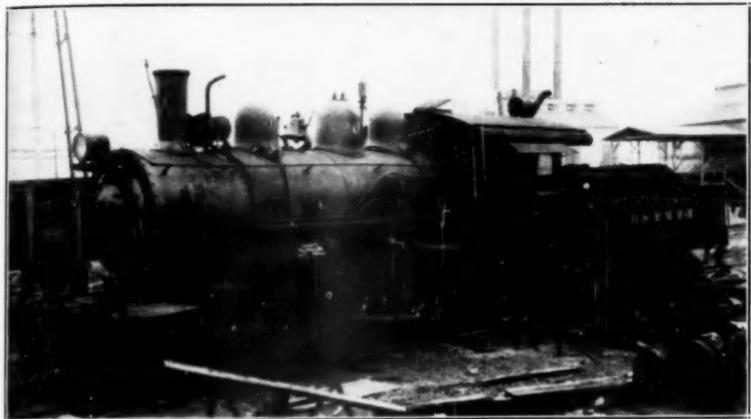
Incorporated under the General Laws of the Territory of Oklahoma, December 23, 1901.

Consolidated with (10) to form (8), December 12, 1903.

10. Texas and Oklahoma Railroad Company.
 Incorporated under the General Laws of the Territory of Oklahoma, May 15, 1902.
 Consolidated, December 12, 1903, with (9) to form (8).
11. Denison and Washita Valley Railway Company.
 Incorporated under General Laws of Texas, January 8, 1886.
 Part of property in Oklahoma sold to (10) and part to (2), May 13, 1903.
12. Osage Coal and Mining Company.
 Stock acquired by Katy from Missouri Pacific Railway Co., 1888.
13. Oklahoma Belt Railroad.
 Incorporated under General Laws of Oklahoma, January 11, 1917.
 Leased to (2), April 1, 1917. Lease terminated, May 1, 1929.
 Leased, April 20, 1928 (to become effective May 1, 1929) to the Oklahoma Railway Company, an electric interurban railway. Now controlled by the Oklahoma Railway Company through 100% ownership of stock.
14. Wichita Falls and Northwestern Railway Company.
 Incorporated under General Laws of the Territory of Oklahoma, October 5, 1906.
 Amended articles of incorporation filed in Oklahoma, January 10, 1912, for the purpose of including the property of (15).
 Controlling interest in (14) acquired by (2), July 1911.
 Consolidated with (2) to form (1), December 1922.
15. The Altus, Wichita Falls and Hollis Railway Company of Oklahoma.
 Incorporated in Oklahoma, February 18, 1910.
 Sold to (14), August 23, 1911.

Construction Record in Oklahoma

Item	Year Built	Miles Built	Com- pany	Line
1	1871-72	243.4	(3)	Kansas-Oklahoma State Line near Chetopah, Kansas, to the Oklahoma-Texas State Line.
2	1872	3.4	(12)	North McAlester to Krebs Junction.
3	1872	1.3	(12)	Krebs Junction to Krebs.
4	1882	9.7	(11)	Atoka to Lehigh. (Constructed by (3); leased to the Oklahoma City-Ada-Atoka Ry., May 1, 1924).



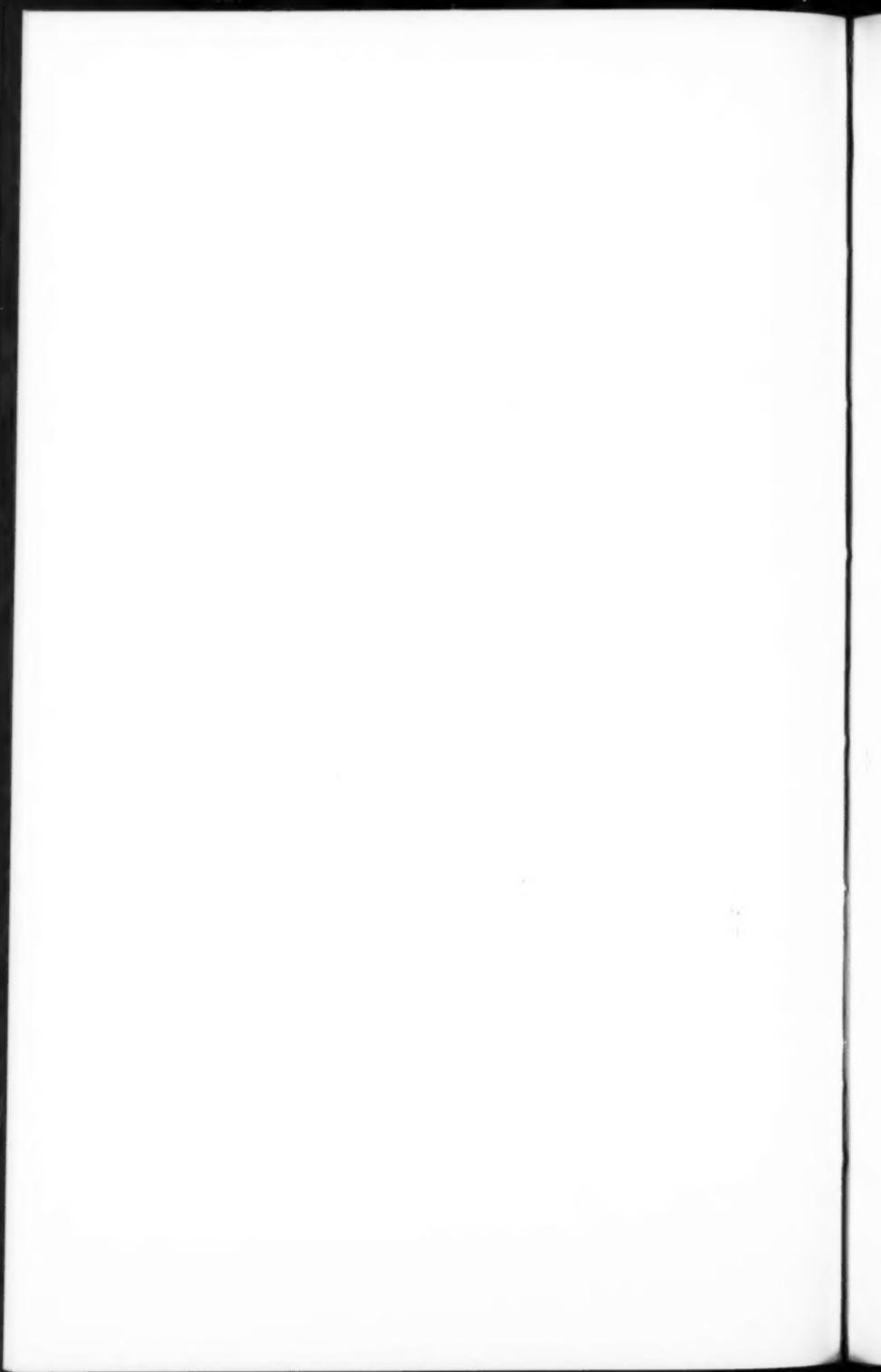
Courtesy of Preston George

Oklahoma & Rich Mountain #205. ALCo 1914 (#54584), Schen. Works.
Formerly De Queen & Eastern #205.



Courtesy of S. R. Wood

Oklahoma Central #503. Baldwin 1906. Re A. T. & S. Fe #867. Constr. #29893.



Item 5	Year Built 1886	Miles Built 4.9	Com- pany (11)	Line
				Lehigh to Coalgate (1.0 mile not acquired from (2) by (1); 3.9 miles leased to the O. C.A. A. Ry., May 1, 1924).
6	1888	2.7	(7)	Kansas-Oklahoma State Line through Stevens into Oklahoma (1.95 mile abandoned Stevens to end of track).
7	1896-99	3.6	(4)	Krebs Jct. to Mile Post 7 on Wilburton Branch.
8	1901-02	23.4	(9)	Stevens to Dewey.
9	1902-03	79.4	(9)	Wybarly to Osage.
10	1902-03	9.6	(9)	Osage to Hominy.
11	1902-03	53.8	(9)	Oklahoma City to near Agra (2.17 miles, Nuway to Shaw reclassified as siding in 1921).
12	1902	40.0	(10)	Coalgate to a point 40 miles northwest (not acquired from (2) by (1) in reorganization of 1922).
13	1903-04	77.6	(8)	From a point 40 miles N. W. of Coalgate to Oklahoma City (Main Line of old Oklahoma Division)—All but 1.57 mile, Homa Jct. to old Okla. Div. main line not acquired from (2) by (1) in 1922 reorganization.
14	1902-04	11.0	(2)	Mile Post 7 to Mile Post 18 on Wilburton Branch.
15	1903-04	42.3	(8)	Hominy to Bartlesville.
16	1903-04	40.0	(8)	From a point near Agra to Osage.
17	1903-04	23.0	(8)	Fallis to Guthrie. (Abandoned operation, Nov., 1918).
18	1904	10.4	(2)	Mile Post 18 on Wilburton Branch to Wilburton.
19	1907	3.3	(14)	Kiowa to Pittsburgh. (Reclassified as siding, 1922).
20	1907	5.7	(2)	Buck Junction on Wilburton branch to Buck. (Reclassified as siding, 1922).
21	1909	6.1	(2)	Adamson to Boiling Springs. (Reclassified as siding, 1922).
22	1907	32.8	(14)	Near Devol, at Red River, to Frederick Junction.
23	1907	0.7	(14)	Frederick Junction to Frederick.
24	1910	85.3	(14)	Frederick Junction to Elk City.
25	1910	41.9	(15)	Altus (Welon) to Oklahoma-Texas State line. (Decreased 0.95 mile, March 17, 1930, by U. S. Supreme Court Decision changing Oklahoma-Texas State line).
26	1911	36.0	(14)	Elk City to Leedey.
27	1912	132.0	(14)	Leedey to Forgan.
28	1917	3.8	(13)	MK&T terminal to stockyard district in Oklahoma City; leased by Katy, April 1, 1917; lease terminated, May 1, 1929.
29	1921	1.3	(2)	Nuway to Homa.
30	1925	0.5	(1)	At Forgan for connection with the Beaver, Meade and Englewood Railroad.

Trackage Rights

3.7 miles over A. T. & S. F. Ry., Dewey to Bartlesville.

MISSOURI PACIFIC RAILROAD COMPANY

Corporate History

1. Missouri Pacific Railroad Company.

Incorporated under the General Laws of Missouri, March 5, 1917.

2. Missouri Pacific Railway Company (of 1909).

Incorporated under the General Laws of Missouri, Kansas, and Nebraska through articles of consolidation dated May 29, 1909.

Sold at foreclosure, February 21, 1917, to agents of creditors after receivership begun August 19, 1915.

Combined, May 12, 1917, with (3) to form (1).

3. Saint Louis, Iron Mountain and Southern Railway Company.

Incorporated under the General Laws of Missouri and Arkansas through articles of consolidation dated April 30, 1874; filed in Missouri, May 16, 1874; in Arkansas, June 2, 1874.

Sold at foreclosure, February 21, 1917, to agents of creditors after receivership begun August 19, 1915, and terminated May 31, 1917.

Combined, May 12, 1917, with (2) to form (1).

4. Kansas and Arkansas Valley Railway.

Incorporated under the General Laws of Arkansas, November 27, 1885.

Property leased, January 1, 1890, to the Little Rock and Fort Smith Railway Company which, in turn, was leased to (3).

Sold to (3) September 1, 1909.

Construction Record in Oklahoma

Item	Year Built	Miles Built	Company	Line
1	1888	78.2	(4)	Arkansas-Oklahoma State Line west of Van Buren, Arkansas, to Wagoner, Oklahoma.
2	1889	79.2	(4)	Wagoner to Oklahoma-Kansas State Line south of Coffeyville, Kansas.
3	1890	4.4	(4)	Cherokee Junction (now called Greenwood Junction) to Oklahoma-Arkansas State Line near Fort Smith, Arkansas.

Trackage Rights

0.4 mile over SL-SF Ry. Co. (Frisco) at Claremore, Oklahoma, acquired in 1938.

THE MUSKOGEE COMPANY

History

Incorporated in Delaware, 1923 as a holding company, with headquarters in Philadelphia, Pennsylvania.

As of December 31, 1929, it owned preferred stock of the Kansas, Oklahoma and Gulf Railway Company in the total amount of \$10,796,748.00.

It also owns over 99% of the stock of the Oklahoma City-Ada-Atoka Railway Company, having obtained this control as of April 2, 1929. New directors were elected April 29, 1929.

The Bird Creek Company was acquired June 5, 1929, through an exchange of stock, one share of Muskogee Company for five shares of Bird Creek Company. The Bird Creek Company, in turn, owned the entire capital stock of the Foraker Company which owned 100% of the common stock of the Osage Railway Company.

In June, 1930, the Midland Valley Railroad Company was acquired through an exchange of stock.

MUSKOGEE ELECTRIC TRACTION COMPANY

Corporate History

Incorporated, May 14, 1904, under Act of Congress dated February 18, 1901.

In October, 1912, it acquired the Peoples Electric Railway which had been chartered March 7, 1911.

The Company owns and operates five miles of track between Muskogee and Hyde Park, and an interurban line of ten miles between Muskogee and Fort Gibson. Total operated is 15 miles.

The company has discontinued the use of electric power and at present performs freight service only by the use of two gasoline locomotives.

Early in 1941 the company had made application to the Interstate Commerce Commission to abandon all lines and discontinue operation.

Entire line of 15.0 miles, abandoned in 1941.

NORTHEAST OKLAHOMA RAILROAD COMPANY

Corporate History

1. Northeast Oklahoma Railroad Company.

Incorporated in Oklahoma, Dec. 29, 1919, as successor of the Northeast Oklahoma Traction Company, incorp. July 25, 1919.

On December 1, 1919, it purchased (2) and has operated it since.

Line was electrified as of June 30, 1921, with power supplied by the Commerce Mining and Royalty Company of Miami, Oklahoma.

The total line consisted of 24.1 miles of main line track between Miami and Century, Oklahoma; Kansas Junction to Westville; and Columbus Junction to Columbus, Kansas. Sidings totaled 27 miles.

In 1938 the line was sold to the Eagle-Picher Mining and Milling Company of Picher, Oklahoma.

Trolleys have been dismantled and at the present time motive power is supplied by diesel-electric locomotives owned by the Northeast Oklahoma Railroad Company and by steam locomotives leased from the Frisco Railway Company.

2. Oklahoma, Kansas and Missouri Railway Company.

See (3).

Name changed to (2) from (3), May 8, 1917.

3. Oklahoma, Kansas and Missouri Inter-Urban Railway Company.

Incorporated, September 26, 1908, under General Laws of the State of Oklahoma, for the purpose of constructing a railroad from Miami, Oklahoma, by way of Hattonville and Lincolnville, through the county of Ottawa, to Baxter Springs, Kansas, a distance of about 22 miles.

Name changed to (2), May 8, 1917.

4. Southwest Missouri Railroad.

Incorporated in Missouri, August 16, 1906.

On August 23, 1906, it purchased the Southwest Missouri Electric Railway Company and the Webb City Northern Railroad Company.

Main line track extended from Carthage, Missouri, to Picher, Oklahoma, a distance of 77 miles, with 3.5 miles in Oklahoma.

Receivers appointed by the Federal Court, September 14, 1926.

On April 27, 1939 the line from Baxter Springs, Kansas, to Picher, Oklahoma, was sold to the Northeast Oklahoma Railroad Company (1). The line east of Baxter Springs was abandoned and the rails taken up.

Construction Record in Oklahoma

Item	Year Built	Miles Built	Com- pany	Line
1	1908-09	4.2	(3)	Miami to Commerce.
2	1916	7.6	(3)	Commerce to Century.
3	1906-07	3.3	(4)	Picher to Kansas-Oklahoma State line near Baxter Springs, Kansas.



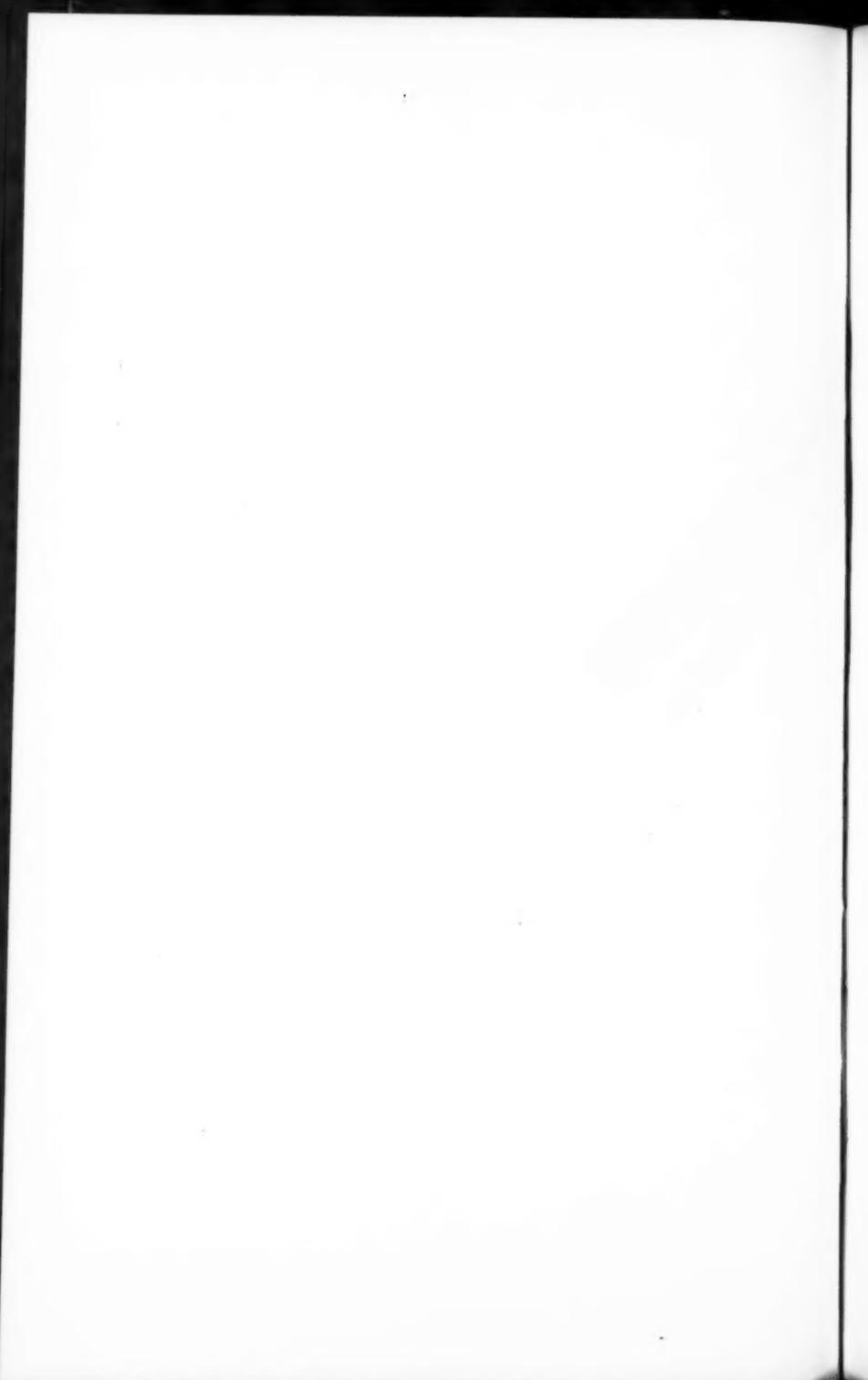
Courtesy of Preston George

Osage Ry. #237. Formerly K. O. & G. 237. Baldwin, 1912.



Courtesy of W. A. Anderson

St. L. I. M. & S. Station, Sallisaw, Indian Territory, 1893.



OIL FIELDS SHORT LINE RAILROAD COMPANY

(Abandoned)

Corporate History

1. Oil Fields Short Line Railroad Company.

Incorporated in Oklahoma, May 29, 1916, to serve the Dilworth oil field.

Construction Record in Oklahoma

Item	Year Built	Miles Built	Com- pany	Line
1	1916	4.4	(1)	Clifford to Dilworth. (Abandoned 1923).

OKLAHOMA AND ARKANSAS RAILWAY COMPANY

(Abandoned)

Corporate History

1. Oklahoma and Arkansas Railway Company.

Incorporated under laws of Oklahoma, July 1, 1921.

Capital stock was owned by the National Hardwood Company of Kansas City, Missouri.

The Title Guarantee and Trust Company of Tulsa, Oklahoma, was appointed receiver on August 15, 1924.

The company was originally incorporated to build from Salina to Kansas, Oklahoma, but built from Salina Junction to Day, Oklahoma.

The company discontinued operation on September 23, 1925, and the line has since been dismantled.

Construction Record in Oklahoma

Item	Year Built	Miles Built	Com- pany	Line
1	1921	20.0	(1)	Kenwood Junction (formerly Salina Jct.) at Mile Post 82.8 on the Kansas, Oklahoma and Gulf Railway, to Day.

OKLAHOMA AND RICH MOUNTAIN RAILROAD COMPANY

Corporate History

1. Oklahoma and Rich Mountain Railroad Company.

Incorporated under the General Laws of Oklahoma, September 28, 1925, to construct, own and operate a line of railroad from a connection with the Kansas City Southern Railway Company at Page, Oklahoma, to a connection with the Frisco Railway Company at Talihina, Oklahoma.

Control of the road is vested in the Dierks Lumber and Coal Company through stock ownership.

Permission was being sought late in 1940 to abandon the entire line by reason of exhaustion of timber in areas adjacent to the line of operation.

Construction Record in Oklahoma

Item	Year Built	Miles Built	Com- pany	Line
1	1925-26	17.0	(1)	Page to Pine Valley.

I. C. C. gave authority to abandon entire line on Sept. 6, 1942, effective in 30 days.

OKLAHOMA RAILWAY COMPANY

Corporate History

1. Oklahoma Railway Company.

Incorporated in Oklahoma, June 14, 1904, as the Oklahoma City Railway.

Name changed to (1) in 1907.

The company acquired by direct conveyance all property and franchises of the Metropolitan Railway Company, July 1, 1904. The latter was a local street railway system of about eleven miles extent.

The company has a perpetual charter under the laws of the Territory of Oklahoma to incorporate electric railways under the General Railway Law and to own, buy and acquire electric street railways and lighting plants.

On June 1, 1911, the company leased the Oklahoma Electric Terminal Company for ten years from June 1, 1911, at an annual rental of \$24,000, but on October 1, 1913, it acquired title to part of the property by assuming \$200,000 of first mortgage bonds and \$140,000 of junior mortgage notes.

In 1911, the company acquired the El Reno Interurban Railway Company and in May, 1926, certain terminal facilities of the defunct Saint Louis, El Reno and Western Railway Company, located in El Reno.

In 1925, the company acquired terminal property in Guthrie formerly operated by the M-K-T Railroad Company, and in 1926 acquired terminal property in Guthrie formerly operated by the Rock Island Railway Company.

Receivers were appointed on December 27, 1924, and receivership terminated in December, 1927. Receivers again appointed Sept. 27, 1939.

2. Oklahoma Belt Railroad Company.

Incorporated in Oklahoma, January 11, 1917.

Operated under lease from April 1, 1917, by C. E. Schaff, receiver of the MK&T Railway Company, during receivership of that company, at an annual rental of \$7,500. The MK&T receivership terminated on April 1, 1923, and a new company, the M-K-T RR. Co., took over the operation of (2). Lease terminated May 1, 1929.

Leased to (1) on April 20, 1928, effective May 1, 1929.

Now controlled by (1) through ownership of 100% of the capital stock.

The company operated 5.14 miles of track in Oklahoma City and Oklahoma Stock Yards, including 3.85 miles of first track.

3. Oklahoma City Junetion Railway Company.

Incorporated in Oklahoma, June 10, 1909.

Operated a terminal in the stockyards district of Oklahoma City with 5.31 miles of total track.

Leased to (1), May 1, 1929.

4. El Reno Interurban Company.

Incorporated in Oklahoma, July 2, 1908, to construct a line of interurban railway between El Reno and Oklahoma City.

Sold to (1) in 1911.

5. Oklahoma Electric Terminal Company.

Incorporated in Oklahoma, September 28, 1907.

Leased to (1), June 1, 1911, as described above.

Construction Record in Oklahoma

Item	Year Built	Miles Built	Company	Line	Remarks
1	1903-1931	28.7	(1)	Oklahoma City street railway system (mileage is that in operation at the present time).	
2	1909	13.0	(4)	Oklahoma City to Yukon.	
3	1909	3.1	(1)	Oklahoma City to Britton.	
4	1910	5.6	(1)	Oklahoma City to Moore.	
5	1911	7.0	(1)	Britton to Edmond.	
6	1911	12.4	(4)	Yukon to El Reno.	
7	1913	9.0	(1)	Moore to Norman.	
8	1916	16.0	(1)	Edmond to Guthrie.	
9	1917	3.8	(2)	M-K-T Terminal to Oklahoma City stockyards.	
10	1929	7.0	(1)	Belt freight line from Walker Avenue in Oklahoma City at the North Canadian River to Belle Isle.	

OKLAHOMA-SOUTHWESTERN RAILWAY COMPANY

(Abandoned)

Corporate History

1. Oklahoma-Southwestern Railway Company.

Incorporated in Oklahoma, January 12, 1920, to build a line of railroad from Bristow to Okmulgee, fifty miles.

Operations were suspended, January 31, 1930, and line dismantled soon thereafter.

Construction Record in Oklahoma

Item	Year Built	Miles Built	Company	Line
1	1920	12.0	(1)	Bristow to Slick. Abandoned 1930.
2	1921	11.9	(1)	Slick to Nuyaka. Abandoned 1930.

OKLAHOMA CITY-ADA-ATOKA RAILWAY COMPANY

Corporate History

1. Oklahoma City-Ada-Atoka Railway Company.

Organized, October 1, 1923, under laws of Oklahoma.

Reorganized, May 28, 1935.

On April 2, 1929, control passed into the hands of the Muskogee Company through purchase of over 99% of the stock of the O. C. A. A. Ry. Co. New directors were elected April 29, 1929. The Muskogee Company already controlled the Midland Valley Railroad Company and the Kansas, Oklahoma and Gulf Railway Company.

is

s.
a-
to

of

d

ee
l.
ne
l-
y



Frisco yard scene at Enid, Okla in 1904. Engine 42, 4-4-0. Ex Kansas Midland #1 "Wm. C. Dacey,"
Later Renumbered SL-SF 72, then 42. Rogers 1887 (3745). Scrapped Nov. 1905.

Courtesy of R. L. Graves

2. Oklahoma City-Shawnee Interurban Railway Company.

Incorporated, October 1, 1923, under laws of Oklahoma.

34.46 miles of line from Homa Junction to Shawnee was operated under contract by (1) from May 1, 1924, to April 30, 1930.

The property was sold to (1), May 1, 1930.

The company was dissolved December 18, 1930

3. Missouri, Kansas and Texas Railway Company (Byron F. Babbitt, Receiver).

Operated that part of (5) extending from Homa Junction to Coalgate after the balance of (5) had been consolidated with the Wichita Falls and Northwestern to form (4).

Operated from April 1, 1923, to April 30, 1924.

4. Missouri-Kansas-Texas Railroad Company (Katy).

Effectuated by consolidation of part of (5) and the Wichita Falls and Northwestern, December 1922. Placed in operation, April 1, 1923.

5. Missouri, Kansas and Texas Railway Company.

Incorporated under the General Laws of Kansas, November 24, 1899, by consolidation of (6) and the Kansas City and Pacific Railroad Company. Charles E. Schaff appointed receiver September 27, 1915.

Company was sold December 13, 1922, to Hugo W. Blumenthal and Francis F. Randolph in furtherance of a plan of reorganization. Conveyed by these purchasers to (4), January 31, 1923. Property operated by receiver until March 31, 1923, and then returned to (4).

6. Missouri, Kansas and Texas Railway Company (1865 Corporation).

Consolidated, November 24, 1899, with the Kansas City and Pacific Railroad Company to form (5).

7. Missouri, Kansas and Texas Railroad Company.

Incorporated under the General Laws of Kansas, May 15, 1870.

Name changed to (3), December 12, 1870.

8. Missouri, Kansas and Texas Railway Company.

See (9).

Consolidated, May 15, 1870, with (a) the Neosho Valley and Holden Railway Company and (b) the Labette and Sedalia Railway Company to form (7).

9. Union Pacific Railway Company (Southern Branch).
 Incorporated under the General Laws of Kansas, September 25, 1865.
 Name changed to (8), May 23, 1870.
10. Missouri, Kansas and Oklahoma Railroad Company (of 1903).
 Incorporated under the General Laws of the Territory of Oklahoma, December 12, 1903.
 Physical property sold to (5) June 30, 1904; corporate rights conveyed to (5), November 3, 1904.
11. Missouri, Kansas and Oklahoma Railroad Company (of 1901).
 Incorporated under the General Laws of the Territory of Oklahoma, December 23, 1901.
 Consolidated with (12) to form (10), December 12, 1903.
12. Texas and Oklahoma Railroad Company.
 Incorporated under the General Laws of the Territory of Oklahoma, May 15, 1902.
 Consolidated with (11) to form (10), December 12, 1903.
13. Denison and Washita Valley Railway Company.
 Incorporated under the General Laws of Texas, January 8, 1886.
 Part of property in Oklahoma sold to (12) and part to (5), May 13, 1903.

Construction Record in Oklahoma

Item	Year Built	Miles Built	Com- pany	Line	Remarks
1	1882	9.7	(6)	Atoka to Lehigh	(Acquired from (6) by (13) in 1886. Leased from (4) by (1), May 1, 1924.)
2	1886	4.9	(13)	Lehigh to Coalgate	(3.9 miles leased from (4) by (1), May 1, 1924; one mile operated by (3) April 1, 1923, to April 30, 1924, acquired by (1), May 1, 1924.)
3	1902	40.0	(12)	Coalgate to a point forty miles northwest	(Operated by (3), April 1, 1923, to April 30, 1924, and acquired by (1) on May 1, 1924.)
4	1903-04	41.6	(10)	From a point 40 miles N. W. of Coalgate to Shawnee.	(Operated by (3), April 1, 1923, to April 30, 1924, and acquired by (1), May 1, 1924.)
5	1903-04	36.0	(10)	Shawnee to Oklahoma City (Connection with old main line of Okla. Div. of (10) at Shaw Yard).	(34.4 miles, Shawnee to Homa, operated by (3), April 1, 1923, to April 30, 1924, and acquired by (2), May 1, 1924. 1.6 miles, Homa to old Main Line of Okla. Div. retained by (4).)

Trackage Rights

3.0 miles over M-K-T Railroad from Homa to Oklahoma City.

OKMULGEE NORTHERN RAILWAY

Corporate History

1. Okmulgee Northern Railway.

Incorporated in Oklahoma, December 16, 1915, to build a railroad from Deep Fork to Okmulgee.
Road opened to traffic, October 8, 1916.

Construction Record in Oklahoma

Item	Year Built	Miles Built	Com- pany	Line
1	1916	9.9	(1)	Deep Fork to Okmulgee.

OSAGE RAILWAY COMPANY

Corporate History

1. Osage Railway Company.

Incorporated in Oklahoma, November 18, 1921.

The Osage Railway Company is controlled, through stock ownership, by the Muskogee Company, a holding company incorporated in Delaware, in 1923, and which maintains headquarters in Philadelphia, Pa.

The Osage Railway Company was formerly controlled by the Foraker Company through ownership of 100% of the common stock; the Foraker Company, in turn, was controlled by the Bird Creek Company through ownership of the entire capital stock. On June 5, 1929, the Bird Creek Company was acquired by the Muskogee Company through exchange of stock.

Construction Record in Oklahoma

Item	Year Built	Miles Built	Com- pany	Line
1	1922	10.2	(1)	Foraker to Shidler.
2	1923-24	7.8	(1)	Shidler to Lyman.

Trackage Rights

2.1 miles over the line of the Midland Valley Railway at Foraker.

PITTSBURGH COUNTY RAILWAY COMPANY

Corporate History

1. Incorporated, June 24, 1916, in Oklahoma, as a direct subsidiary of the Middle West Utilities Company which, in turn, is a subsidiary of the Public Service Company of Oklahoma. The latter, in 1928, acquired the Southwest Paper Company and with it the capital stock of the Pittsburg County Railway Company. The

property, consisting of a street railway system in McAlester and an interurban line between McAlester and Hartshorne, was originally owned by the Choctaw Railway and Lighting Company but was transferred on May 2, 1916, by court order, to the Pittsburg County Railway Company. The Choctaw Railway and Lighting Company was incorporated in Oklahoma, June 26, 1905.

In 1931, the Pittsburg County Railway Company discontinued operations of local street railways in the City of McAlester and has since operated an electrified interurban line from McAlester to Hartshorne, about twenty miles southeastward.

POTEAU AND CAVANAL MOUNTAIN RAILROAD COMPANY

(Abandoned)

Corporate History

1. Poteau and Cavanal Mountain Railroad Company.
Incorporated in Oklahoma, February 24, 1923, for the purpose of operating the property formerly operated by (2).
2. Fort Smith, Poteau and Western Railroad Company.
Incorporated, December 24, 1915, in West Virginia, as a successor to (3).

Purchased property from David J. Evans, January 10, 1916, who had purchased it at foreclosure sale October 16, 1915. J. N. Ross appointed receiver, September 26, 1921.
3. Fort Smith, Poteau and Western Railway Company.
Incorporated in West Virginia, November 21, 1899.

Purchased property from (4) on November 21, 1899.
4. Indianola Coal and Railway Company.
Incorporated in Texas and acquired the property from the Cavanal Coal, Coke and Railway Company between July 21, 1898, and November 8, 1899. The Cavanal Coal, Coke and Railway Company, in turn, had acquired the property from the Cavanal Coal and Mining Company, August 27, 1895. The property was first placed in operation about 1892 or 1893.

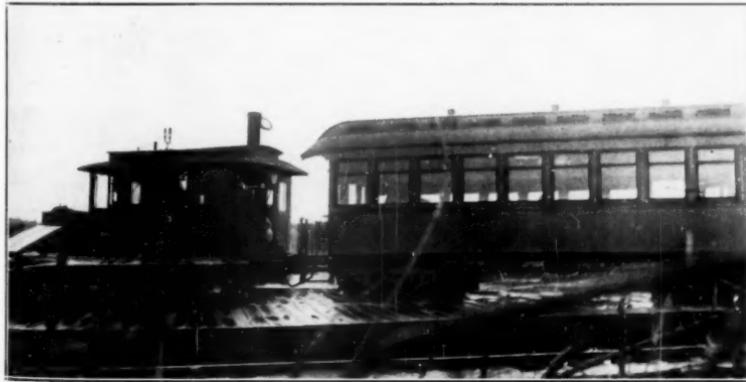
Construction Record in Oklahoma

Item	Year Built	Miles Built	Company	Line
1	1892-93	3.4	(4)	Poteau to Witteville (Abandoned)



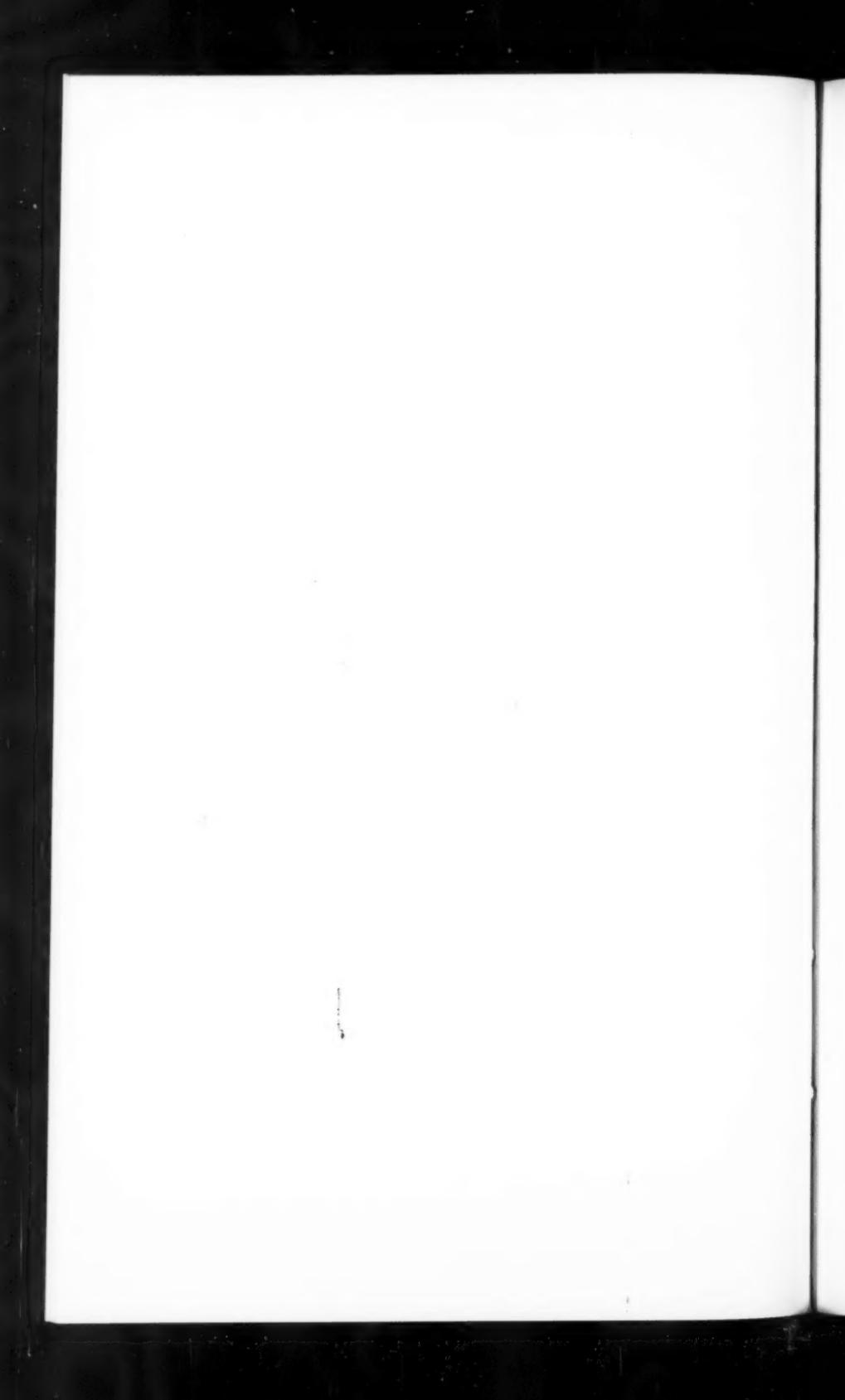
Courtesy of Ralph Graves

Frisco #2234, Manchester 1870. (#195). Pulled Pres. Theo. Roosevelt's special on coyote hunt from Vernon, Tex., to Frederick, Okla., 1905. This engine originally Mo. River, Ft. Scott & Gulf #8.



Courtesy of Preston George

Tecumseh Ry. Co. #1. Baldwin steam dummy.



POTEAU VALLEY RAILROAD COMPANY

(Abandoned)

Corporate History

1. Poteau Valley Railroad Company.

Incorporated, October 19, 1900, under a patent issued by the Secretary of the Territory of Oklahoma, for a period of 99 years. The purpose was to build a railroad from Fort Smith, Arkansas, via Shady Point, Sutter and McAlester, Oklahoma, to Guthrie, Oklahoma.

Controlled by the Kansas City Southern Railway Company since January 14, 1913, through ownership of all outstanding stock, but operated by its own organization.

Construction Record in Oklahoma

Item	Year Built	Miles Built	Com- pany	Line	Remarks
1	1900-01	6.7	(1)	Shady Point to Calhoun	(Abandoned 1926)

SAINT LOUIS, EL RENO AND WESTERN RAILWAY COMPANY

(Abandoned)

Corporate History

1. Saint Louis, El Reno and Western Railway Company.

Incorporated in Oklahoma Territory, January 5, 1903, and opened for operation in June, 1904.

In 1906, the Fort Smith and Western Railroad Company acquired 51% of the stock.

Receivers were appointed in October, 1915. The road discontinued operation in 1922 but resumed limited service for a few months in 1924 to care for local grain shipments. Track was dismantled soon afterward.

The terminal property in El Reno was purchased by the Oklahoma Railway Company in 1926. The Oklahoma Railway Company still operates the trackage of (1) in El Reno as part of its own system.

Construction Record in Oklahoma

Item	Year Built	Miles Built	Com- pany	Line
1	1904	42.2	(1)	Guthrie to El Reno

SAINT LOUIS-SAN FRANCISCO RAILWAY COMPANY

(Frisco)

Corporate History

1. Saint Louis-San Francisco Railway Company (Frisco).
The Frisco was incorporated, August 24, 1916, for a period of 900 years, under the General Laws of the State of Missouri, for the purpose of purchasing the lines of railroad of the Saint Louis and San Francisco Railroad Company and the franchises and property appertaining thereto. Said purchase was made, as of September 15, 1916, as per plan and agreement dated November 1, 1915, for the reorganization of that company. Formal transfer was not effected by the receivers until November 1, 1916. Receivers appointed Nov. 1, 1932.
2. Saint Louis and San Francisco Railroad Company.
Incorporated under the General Laws of Missouri, June 29, 1896.
Sold under foreclosure to (1), September 15, 1916.
3. Saint Louis and San Francisco Railway Company.
Organized September 7, 1876.
Incorporated under the statutes of Missouri, September 10, 1876.
Sold under foreclosure to (2), June 30, 1896, and taken over for operation by (2), June 27, 1896.
4. Atlantic and Pacific Railroad Company.
Incorporated under special Act of Congress, July 27, 1866.
Missouri Division sold to (3), September 8, 1876.
Central Division sold under foreclosure to (2), December 18, 1897.
5. Saint Louis and Oklahoma City Railroad Company.
Incorporated under laws of the Territory of Oklahoma, November 20, 1895.
Sold to (2), March 28, 1899.
6. The Kansas, Oklahoma and Gulf Railway Company.
Incorporated under laws of the Territory of Oklahoma, July 12, 1897.
Sold to (2), November 15, 1899.
7. Arkansas and Oklahoma Railroad Company.
Incorporated under laws of Arkansas, April 1, 1898.
Sold to (2), June 21, 1901.
8. The Oklahoma City Terminal Railroad Company.
Incorporated under the laws of the Territory of Oklahoma, April 7, 1900.
Sold to (2), June 21, 1901.

9. Saint Louis, Oklahoma and Southern Railway Company.
Incorporated under laws of the Territory of Oklahoma, August 13, 1895.

Sold to (2), June 22, 1901.
10. Saint Louis, San Francisco and New Orleans Railroad Company.
See (11).

Sold to (2), April 30, 1907.
11. Arkansas and Choctaw Railway Company.
Incorporated under the General Laws of Arkansas, August 31, 1895.

Charter amended and name changed to (10), October 2, 1902.
12. Ozark and Cherokee Central Railway Company.
Incorporated April 19, 1901. (See 13).

Sold to (2), July 15, 1907.
13. North Arkansas and Western Railway Company.
Incorporated under statutes of Arkansas, November 29, 1899.

Name changed to (12), April 19, 1901.
14. Muskogee City Bridge Company.
Incorporated under Act of Congress, June 15, 1901.

Sold to (12), March 16, 1903.
15. Shawnee, Oklahoma and Missouri Coal and Railway Company.
Incorporated under laws of the Territory of Oklahoma, February 28, 1899.

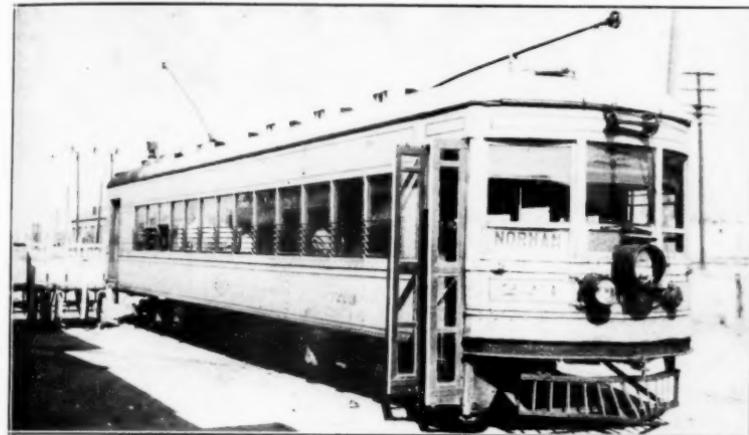
Sold to (12), March 16, 1903.
16. The Oklahoma City and Western Railroad Company.
Incorporated under laws of the Territory of Oklahoma, July 15, 1899.

Charter amended November 26, 1901

Sold to (2), July 18, 1907.
17. The Sulphur Springs Railway Company.
Incorporated under laws of the Territory of Oklahoma, April 14, 1902.

Sold to (2), July 18, 1907.

18. The Arkansas Valley and Western Railway Company.
Incorporated under laws of the Territory of Oklahoma, January 29, 1902.
Charter amended January 26, 1903.
Sold to (2), July 19, 1907.
19. The Blackwell, Enid and Southwestern Railroad Company.
Incorporated under laws of the Territory of Oklahoma, March 6, 1900.
Sold to (2), July 20, 1907.
20. Sapulpa and Oil Fields Railroad.
Incorporated under laws of Oklahoma, September 29, 1915.
Sold to (1), September 28, 1917. Property taken over by (1), June 30, 1917.
21. Kansas City, Fort Scott and Memphis Railroad Company.
Incorporated under General Laws of Kansas, April 20, 1888; in Missouri, April 23, 1888; in Arkansas, April 24, 1888. Formed by a consolidation of (a) the Kansas City, Fort Scott and Springfield Railroad Company and (b) the Kansas City, Springfield and Memphis Railroad Company.
Sold to (23), August 12, 1901.
22. The Kansas City, Fort Scott and Memphis Railway Company (of Oklahoma).
Incorporated under laws of the Territory of Oklahoma, March 29, 1901.
Conveyed to (23), July 23, 1901.
23. The Kansas City, Fort Scott and Memphis Railway Company.
Incorporated, June 14, 1901, under General Laws of Kansas for a period of 99 years, the purpose being to construct, own, maintain and operate 24 miles of standard gauge steam railroad in the State of Kansas and to acquire, by purchase, the property of the Kansas City, Fort Scott and Memphis Railroad Company.
Organized, June 12, 1901, and leased to (2). August 23, 1901.
Sold to (1), September 1, 1928.
24. Fort Smith and Southern Railway Company.
Incorporated in Arkansas, February 13, 1886.
Sold to (3), February 23, 1887.
25. Miami Mineral Belt Railway.
Incorporated, February 26, 1917, in Oklahoma, and June 27, 1917, in Kansas.
Leased to (1), December 12, 1929.



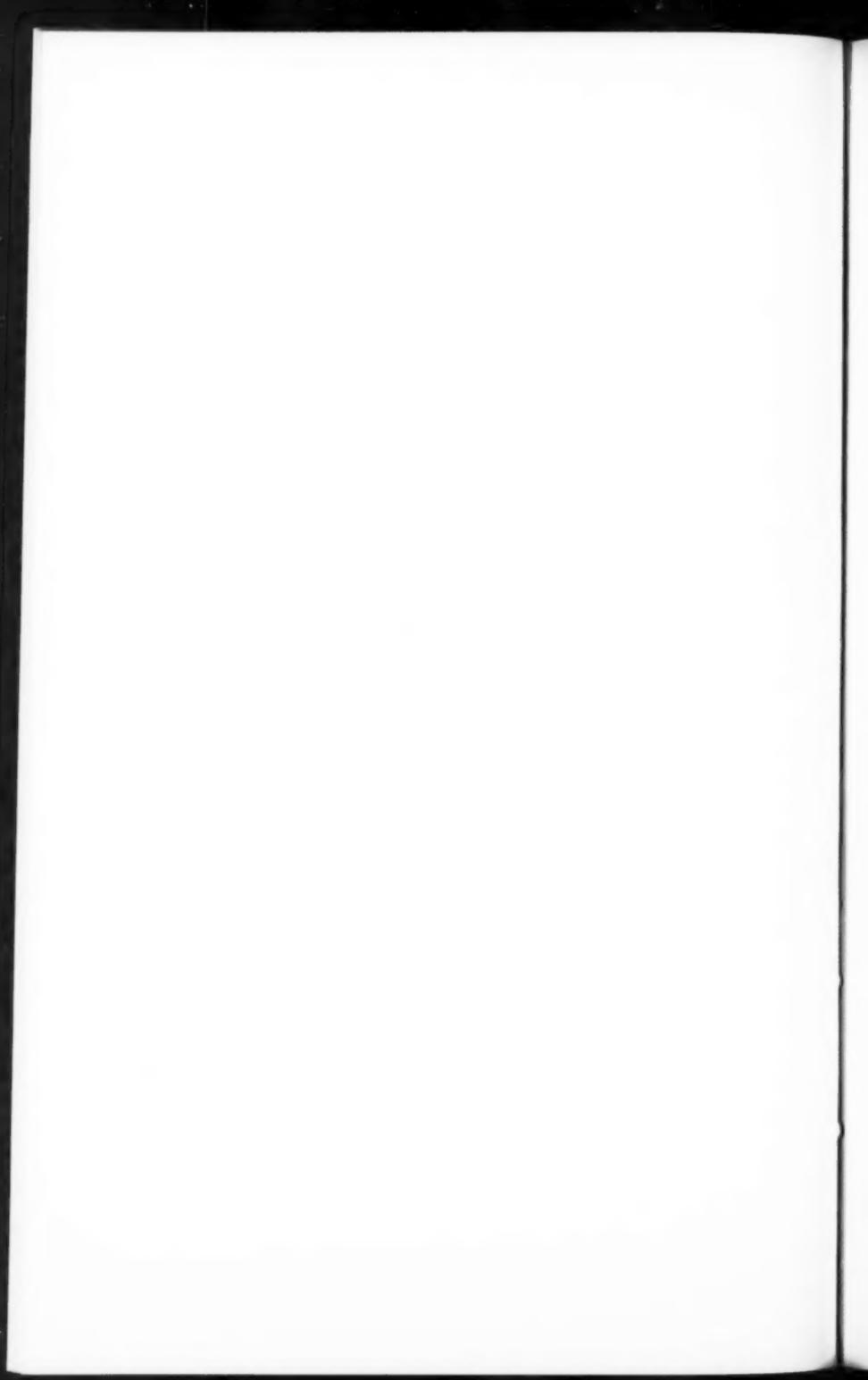
Courtesy of Preston George

Oklahoma Ry. Co. #223.



Courtesy of Preston George

Freight locomotive—Oklahoma Ry. Co., #603, at Oklahoma City, 1937.



Construction Record in Oklahoma

Item	Year Built	Miles Built	Company	Line
1	1871	33.4	(4)	Missouri-Oklahoma State Line to Vinita(*)
2	1881-82	64.7	(4)	Vinita to Tulsa
3	1884-85	3.0	(4)	Tulsa to Red Fork
4	1886	10.0	(4)	Red Fork to Sapulpa
5	1886-87	144.4	(24)	That part of line in Oklahoma between Fort Smith, Arkansas, and the Oklahoma-Texas State Line. Line completed by (3).
6	1896	11.7	(21)	Kansas-Oklahoma State Line to Miami
7	1898	103.2	(5)	Sapulpa to Oklahoma City
8	1899	17.9	(6)	Kansas-Oklahoma State Line to Blackwell
9	1900	11.3	(7)	Missouri-Oklahoma State Line to Grove. Abandoned operation, September 9, 1940.
10	1900	1.5	(8)	In Oklahoma City (old depot track)
11	1900-01	192.7	(9)	Sapulpa to M. K. & T. Jct. near north bank Red River (10.8 mi. Liggett to Platter abandoned 3-21-1942)
12	1900-01	84.3	(19)	Blackwell to Darrow
13	1901-03	154.3	(19)	Darrow to Red River
14	1901	13.1	(22)	Miami to Afton (line completed by (23))
15	1901-03	167.8	(11)	Arkansas-Oklahoma State line to Ardmore (Line was completed by (10) in 1902-03. Line Frisco Jct. to Ardmore discontinued operation, 1904, and 12.3 miles taken up in 1917. 1.1 mile abandoned in Ardmore, January 17, 1940 by the AT&SF who had acquired it in 1914.) (16.6 mi. Madill to Meade abandoned 3-21-1942)
16	1901-03	74.2	(12)	Arkansas-Oklahoma State Line to Muskogee. (67.5 miles abandoned—see note.)
17	1901-03	0.3	(14)	Bridge across Arkansas River at Muskogee
18	1902-03	40.0	(15)	Omulgee to Muskogee
19	1901-02	40.8	(16)	Oklahoma City to Chickasha
20	1901-03	134.1	(16)	Chickasha to Red River
21	1902-03	118.0	(18)	A. V. & W. Jct. (West Tulsa) to Steen
22	1904	57.3	(18)	Enid to Avard
23	1903	9.2	(10)	Kiersey Jct. to Texas Jct. (Track taken up 1934)
24	1902-03	8.7	(17)	Scullin to Sulphur
25	1915	1.7	(2)	North Jennings to Jennings (Track taken up 1933)
26	1915-16	9.6	(20)	Depew to Shamrock
27	1917	10.2	(25)	Quapaw, via Cardin, to Hockerville
28	1930	3.0	(1)	Shamrock to Tidal
29	1902	13.9		Frisco Jct. to Ardmore, leased from C. R. I. & P. Ry., 1938, and purchased March 6, 1940.
		11.2	()	Liggett to Platter via Lakeside. (construction authorized by ICC 3-21-1942. Line under construction in 1942.)
		4.1	()	Lakeside to Mead. (Construction authorized by ICC 3-21-1942. Line under construction in 1942.) These new lines replace the abandonments in Items 11 and 15.

(*)0.1 mile increase at Wyandotte, 1940, due to relocation main line because of Grand River Dam reservoir.

Note:—In March, 1941, the Interstate Commerce Commission authorized abandonment of thirty miles of Frisco track in southern Oklahoma in territory to be inundated by the Denison dam on Red

River. The order provided for construction, by the Government, of approximately 19 miles of track to replace that to be torn up. Included in the trackage involved is 16.63 miles between Madill and Meade, 10.75 miles between Liggett and Platter and 2.56 miles between Ravia and Randolph. New location of trackage will include 3.09 miles from Ravia to Randolph, 11.64 miles from Liggett to Platter and 4.06 miles from Meade to Lakeside.

Note:—The line from Ft. Gibson via Tablequah and Westville to the Arkansas state line was abandoned in July, 1942.

SAND SPRINGS RAILWAY

Incorporated in Oklahoma, February 6, 1911, as the successor to the Sand Springs Interurban Railway. The road is operated as part of the endowment of the Sand Springs Home, a nonsectarian institution which provides for about 250 orphaned children and widowed mothers. The road was originally built by the late Charles Page, well-known Sand Springs capitalist. The road provides both passenger and freight service, making important connections at Tulsa with the Midland Valley, Frisco, Katy and Santa Fe. The line operates 10.3 miles of single main track, 5.4 miles of double main track and 20.4 miles of secondary and industrial track, a total of 36 miles.

As of January 1, 1940, the road had 125 employees; rolling stock included 10 passenger cars, 19 freight cars and 4 electric locomotives.

All stock, save directors' qualifying shares, are owned by the Sand Springs Home for orphans and widowed mothers. Outstanding capital stock is \$300,000. The company has no funded debt. The general offices of the company are located at Sand Springs.

SAPULPA UNION RAILWAY COMPANY

Corporate History

1. Sapulpa Union Railway Company.
See (2).
- Present mileage, 12.3 miles, Tulsa to Sapulpa.
2. Union Railway Company.
Incorporated in Oklahoma, September 9, 1933, to acquire the property formerly operated by (3).
Name changed to (1) in January, 1934, for local advertising purposes.
3. Oklahoma Union Railway Company.
Organized in Oklahoma, February 3, 1917, and was the outgrowth of several older companies, of which the original was the Oklahoma Union Traction Company.

On September 6, 1915, the name of the latter was changed to the Tulsa Traction Company and on January 29, 1917, amended articles of incorporation were filed and name changed to (3), February 3, 1917.

Largest extent of road was from Tulsa to Mounds, 24 miles.

4. Oklahoma Union Traction Company.

Incorporated in Oklahoma, April 5, 1909.

Name changed to Tulsa Traction Company, September 6, 1915; the latter company was incorporated in Oklahoma, August 18, 1915.

Charter amended and name changed to (3), February 3, 1917.

SHAWNEE-TECUMSEH TRACTION COMPANY

(Abandoned)

Corporate History

1. Shawnee-Tecumseh Traction Company.

Chartered February 15, 1906.

On July 1, 1906, acquired (2).

Operated 15 cars and one motor; operation of interurban line was discontinued about 1918.

On January 9, 1927, buses were substituted for trolleys and operations ceased on January 21, 1931.

2. Shawnee Traction Company.

Incorporated in Oklahoma Territory, December 3, 1903.

Acquired by (1), July 1, 1906.

Construction Record in Oklahoma

Item	Year Built	Miles Built	Com- pany	Line
1	1906	6.0	(1)	Shawnee to Tecumseh
2	1904	6.5	(2)	In Shawnee

TEXAS, OKLAHOMA AND EASTERN RAILROAD COMPANY

Corporate History

1. Texas, Oklahoma and Eastern Railroad Company.

Incorporated under the General Laws of Oklahoma, October 21, 1910, for the purpose of constructing and operating a railroad from Valliant, northeasterly through Bismark (now Wright City), and easterly to Mountain Park, a distance of about 30 miles.

Road opened for operation in June, 1911.

Control is vested in the Dierks Lumber and Coal Company through ownership of 99.95% of the outstanding capital stock. The Dierks Lumber and Coal Company is a Delaware corporation with headquarters in Kansas City, Missouri. The owned mileage, listed above, was constructed by the Choctaw Lumber Company, a corporation controlled by Hans and H. L. Dierks, who also control the De Queen and Eastern, a railroad incorporated in Arkansas.

Construction Record in Oklahoma

Item	Year Built	Miles Built	Com- pany	Line
1	1910-11	24.1	(1)	Valliant to Broken Bow
2	1920-21	15.7	(1)	Broken Bow to Oklahoma-Arkansas State Line

UNION ELECTRIC RAILWAY COMPANY

Corporate History

Incorporated in Kansas, November 23, 1936, to acquire the property of the Union Traction Company and its subsidiary, the Kansas-Oklahoma Traction Company, at foreclosure in Federal Court action, November 19, 1936. The property was bought in by a committee for holders of over 90% of the company's 1937 bonds.

On January 8, 1927, J. F. Layng was appointed receiver for the predecessor companies by the Federal Court of Kansas City, Kansas. Under reorganization, holders of bonds were given shares in the new company.

The Union Traction Company was incorporated in Kansas, January 14, 1904, to operate lines of railroad between Coffeyville, Independence, Cherryvale and Parsons, Kansas. The franchise extends to 1957.

In 1938, the company operated a total of 87.75 miles of track between Parsons, Kansas, and Nowata, Oklahoma, of which about 22 miles are operated in Oklahoma.

WEBBER FALLS RAILROAD COMPANY

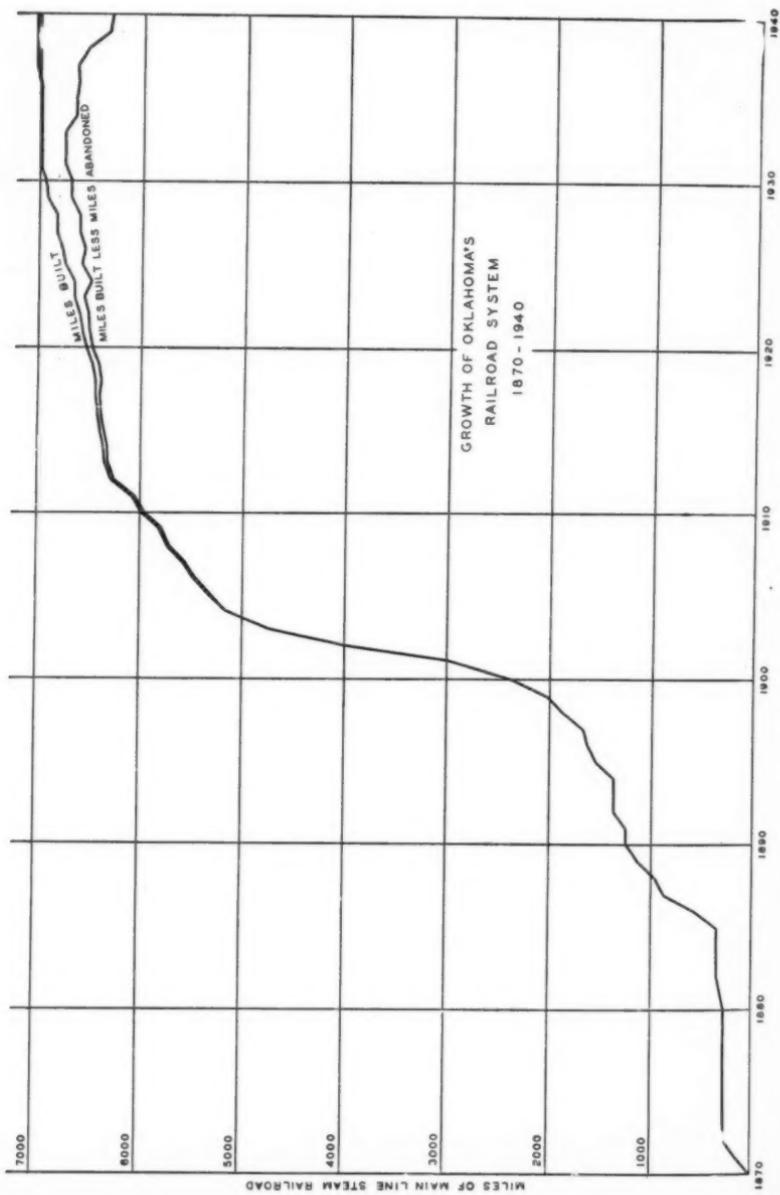
(Abandoned)

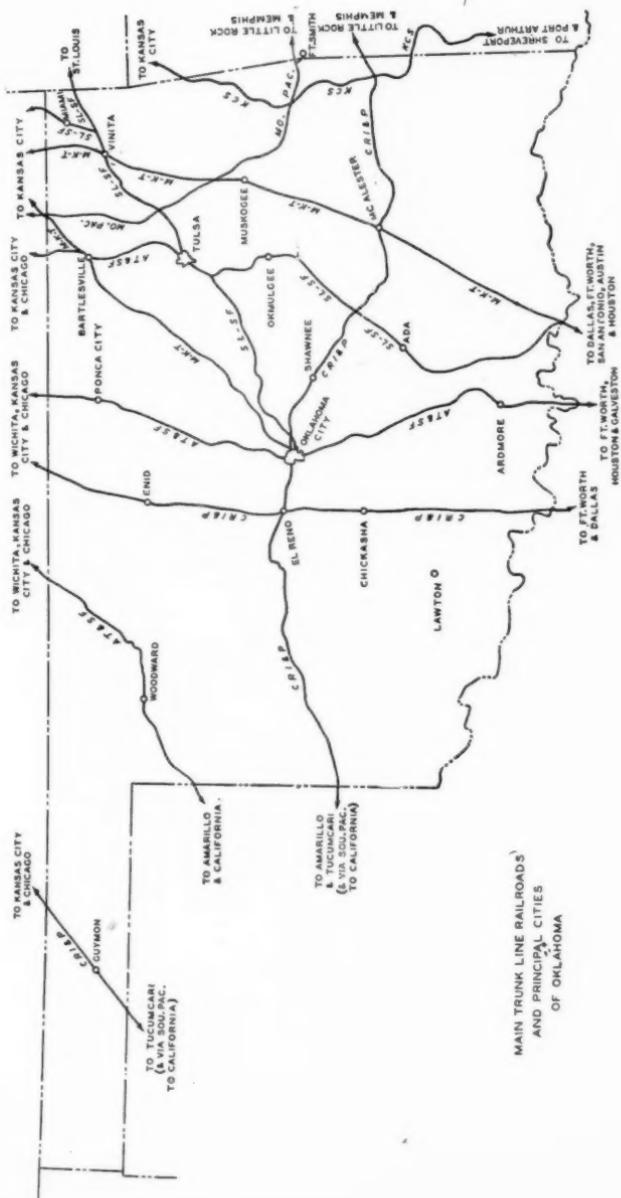
Corporate History

1. Webber Falls Railroad Company.
Incorporated in Oklahoma, June 8, 1916, to acquire the property of (2).
2. Webber Falls, Shawnee and Western Railroad Company.
Incorporated in Oklahoma, December 9, 1909.

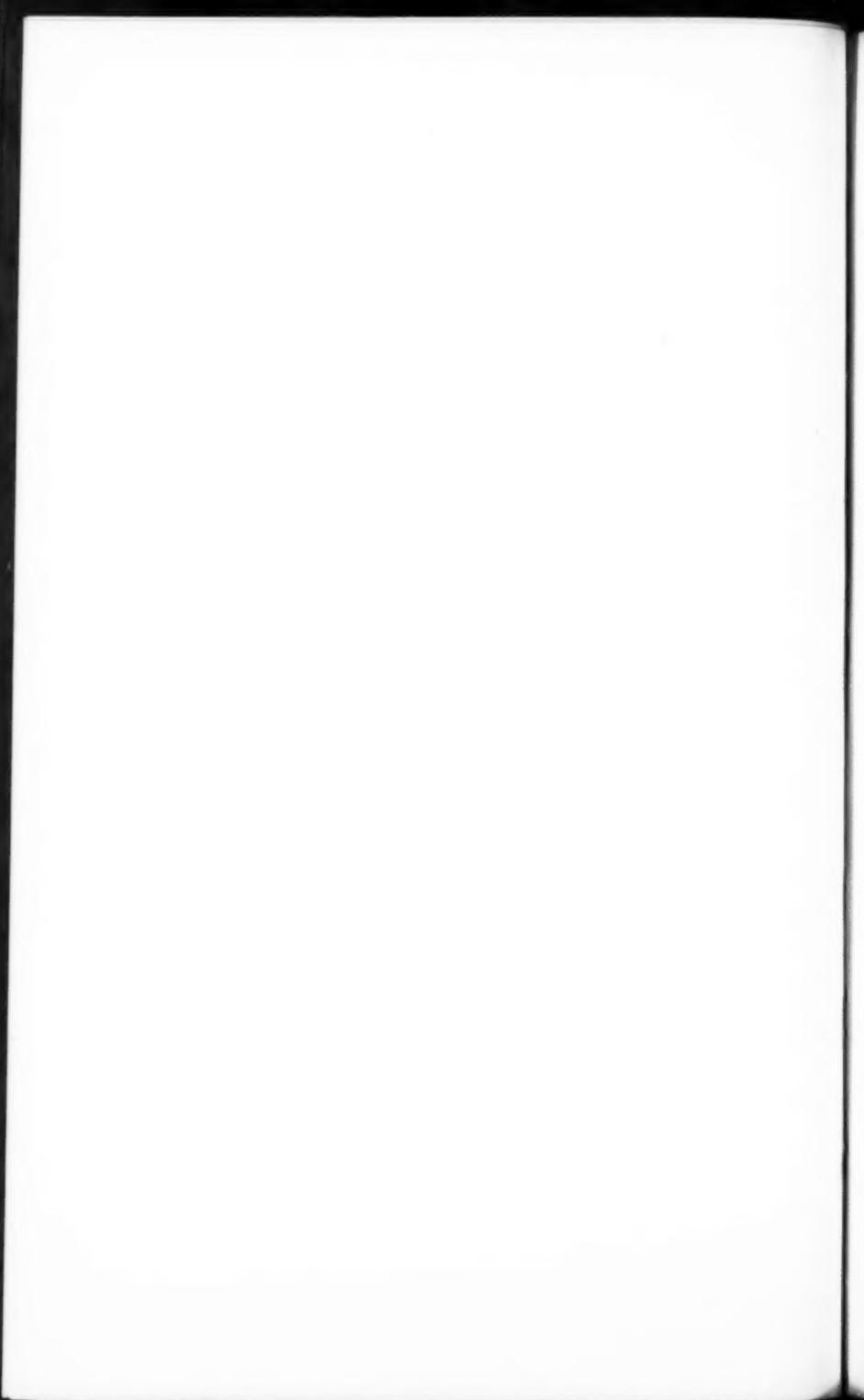
Abandoned operation in 1914.

y
i
s
e
i.
v
y
i
s
y





MAIN TRUNK LINE RAILROADS
AND PRINCIPAL CITIES
OF OKLAHOMA



Construction Record in Oklahoma

Item	Year Built	Miles Built	Com- pany	Line
1	1911	10.4	(2)	Warner to Webber Falls (Abandoned operation. 1916) (Rails were later taken up and the charter was surrendered in 1924)

THE WICHITA VALLEY RAILWAY

Corporate History

1. The Wichita Valley Railway.

Chartered under the laws of Texas, February 8, 1890.

Operates (2) under lease and is itself controlled by the Colorado and Southern Railway Company through ownership of 99.9% of the outstanding capital stock and all outstanding bonds.

The Colorado and Southern Railway Company in turn is controlled by the Chicago, Burlington and Quincy Railroad Company through stock ownership.

2. Wichita Falls and Oklahoma Railroad of Oklahoma.

Chartered, February 23, 1923, in Oklahoma.

Leased to (1) at an annual rental equal to interest charges.

Construction Record in Oklahoma

Item	Year Built	Miles Built	Com- pany	Line
1	1923	7.5	(2)	Texas-Oklahoma State Line to Waurika

(I. C. C. authorized abandonment of entire line on Sept. 19, 1942 effective in 30 days.)

V. Index of Corporate identities that have built or operated railroads or interurban lines in Oklahoma, with reference to main companies.

Name of Corporation	Page
Ada Terminal Railway (Santa Fe) -----	34
Altus, Wichita Falls and Hollis Railway Company of Oklahoma (Katy) -----	52
Arkansas and Choctaw Railway (Frisco) -----	67
Arkansas and Oklahoma Railroad (Frisco) -----	66
Arkansas Valley and Western Railway (Frisco) -----	68
Arkansas Western Railroad (K. C. S.) -----	28
Arkansas Western Railway (K. C. S.) -----	28
Ashley, Topeka and Santa Fe Railroad (Santa Fe) -----	29
Ashley, Topeka and Santa Fe Railway Company -----	29-39
Atlantic and Pacific Railroad (Frisco) -----	66
 Bartlesville Interurban Railway -----	39
Beaver, Meade and Englewood Railroad (Katy) -----	40
Blackwell and Southern Railway (Santa Fe) -----	30
Blackwell, Enid and Southwestern Railroad (Frisco) -----	68
Buffalo and Northwestern Railroad (Santa Fe) -----	34
 Cavalan Coal, Coke and Railway Company (Poteau & Cavalan Mtn.) -----	64
Cheyenne Railroad (Santa Fe) -----	36
Cheyenne Short Line Railroad (Santa Fe) -----	36
Chicago, Kansas and Nebraska Railway (Rock Island) -----	41
Chicago, Rock Island and Pacific Railway Company -----	40-43
Chickasha Terminal Railway (Santa Fe) -----	34
Choctaw Coal and Railway Company (Rock Island) -----	42
Choctaw, Newcastle and Western Railroad -----	44
Choctaw Northern Railroad (Rock Island) -----	42
Choctaw, Oklahoma and Gulf Railroad (Main Corp.) (Rock Island) -----	42; 43-44
Choctaw, Oklahoma and Gulf Railroad (Minor Corp.) (Rock Island) -----	42
Choctaw, Oklahoma and Western Railroad (Rock Island) -----	41
Choctaw Railway and Lighting Company (Pittsburg County) -----	64
Clinton and Oklahoma Western Railroad (Santa Fe) -----	36
Clinton and Oklahoma Western Railway (Santa Fe) -----	36
Cushing Traction Company (Santa Fe) -----	35
 Denison and Washita Valley Railway (Katy) (OC-AA) -----	52; 62
Denver, Enid and Gulf Railroad (Santa Fe) -----	31
 Eastern Oklahoma Railway (Santa Fe) -----	30-31
Elkhart and Santa Fe (Santa Fe) -----	37
El Reno Interurban Railway (Okla. Ry. Co.) -----	59

Enid and Anadarko Railway (Rock Island) -----	41
Enid and Tonkawa Railway (Rock Island) -----	41
Fort Smith and Southern Railway (Frisco) -----	68
Fort Smith and Van Buren Railway (K. C. S.) -----	45
Fort Smith and Western Railroad -----	45-47
Fort Smith and Western Railroad Company of Oklahoma -----	46
Fort Smith and Western Railway -----	46
Fort Smith, Poteau and Western Railroad (Poteau & Cavanal Mtn.) -----	64
Fort Smith, Poteau and Western Railway (Poteau & Cavanal Mtn.) -----	64
Gulf, Colorado and Santa Fe Railway (Santa Fe) -----	29
Gulf Railroad (Santa Fe) -----	30
Guthrie and Kingfisher Railway (Rock Island) -----	41
Guthrie and Western Railway (Santa Fe) -----	31
Healdton and Santa Fe Railway (Santa Fe) -----	36
Hutchinson and Southern Railroad (Santa Fe) -----	30
Hutchinson and Southern Railway (Santa Fe) -----	30
Indianola Coal and Railway Company (Poteau & Cavanal Mtn.)--	64
Kansas and Arkansas Valley Railway (Mo. Pae.) -----	54
Kansas and Southeastern Railroad (Santa Fe) -----	35
Kansas City and Pacific Railroad (Katy) -----	51
Kansas City, Fort Scott and Memphis Railroad (Friseo) -----	68
Kansas City, Fort Scott and Memphis Railway (Frisco) -----	68
Kansas City, Fort Scott and Memphis Railway of Oklahoma (Frisco) -----	68
Kansas City, Mexico and Orient Railway (1st Corp.) (Santa Fe) -----	35
Kansas City, Mexico and Orient Railway (2nd Corp.) (Santa Fe) -----	35
Kansas City, Mexico and Orient Railroad (Santa Fe) -----	35
Kansas City, Pittsburg and Gulf Railroad (K. C. S.) -----	47
Kansas City Southern Railway -----	47
Kansas, Oklahoma and Gulf Railway (Muskogee Company) -----	48-49
Kansas, Oklahoma and Gulf Railway (Frisco) -----	66
Kansas, Oklahoma Central and Southwestern Railway (Santa Fe) -----	30
Kansas-Oklahoma Traction Company (Union Elec.) -----	72
Kiowa, Chickasha and Fort Smith Railway (Santa Fe) -----	31
Lawton and Fort Sill Electric Railway -----	49
Lawton Railway and Lighting Company -----	49
Miami Mineral Belt Railway (Frisco) -----	68
Midland Valley Railroad (Muskogee Company) -----	50
Missouri, Kansas and Oklahoma Railroad (of 1901) (Katy) (OC-AA) -----	51; 62

Missouri, Kansas and Oklahoma Railroad (of 1903) (Katy) (OC-AA) -----	51; 62
Missouri, Kansas and Texas Railroad (Katy) -----	51
Missouri, Kansas and Texas Railway (Katy) -----	51
Missouri, Kansas and Texas Railway (1865 Corp.) (Katy) -----	51
Missouri-Kansas-Texas Railroad (Katy) -----	50-53
Missouri, Oklahoma and Gulf Railroad (1st Corp.), (KO&G) -----	48
Missouri, Oklahoma and Gulf Railroad (2nd Corp.) (KO&G) -----	48
Missouri, Oklahoma and Gulf Railway (KO&G) -----	48
Missouri Pacific Railroad -----	54
Missouri Pacific Railway (of 1909) (Mo. Pac.) -----	54
Muskogee Bridge Company (KO&G) -----	49
Muskogee City Bridge Company (Frisco) -----	67
Muskogee Company -----	55
Muskogee Electric Traction Company -----	55
Muskogee Union Railway (KO&G) -----	48
 Northeast Oklahoma Railroad -----	55-56
North Texas and Santa Fe Railway (Santa Fe) -----	37
 Oil Belt Terminal Railway (Santa Fe) -----	35
Oil Fields and Santa Fe Railway (Santa Fe) -----	35
Oil Fields Short Line Railroad -----	57
Oklahoma and Arkansas Railway -----	57
Oklahoma and Rich Mountain Railroad -----	58
Oklahoma Belt Railroad (Katy) (Okla. Ry. Co.) -----	52; 59
Oklahoma Central Railroad (Santa Fe) -----	34
Oklahoma Central Railway (Santa Fe) -----	34
Oklahoma City-Ada-Atoka Railway (Muskogee Company) -----	60-62
Oklahoma City and Western Railroad (Frisco) -----	67
Oklahoma City Junction Railway (Okla. Ry. Co.) -----	59
Oklahoma City Railway (Okla. Ry. Co.) -----	58
Oklahoma City-Shawnee Interurban Railway (OC-AA, -----	61
Oklahoma City Terminal Railroad (Frisco) -----	66
Oklahoma Electric Terminal Company (Okla. Ry. Co.) -----	59
Oklahoma, Kansas and Missouri Inter-Urban Railway (N. E. O.) --	56
Oklahoma, Kansas and Missouri Railway (N. E. O.) -----	56
Oklahoma, New Mexico and Pacific Railway (Santa Fe) -----	36
Oklahoma Railway Company -----	58-60
Oklahoma Southwestern Railway -----	60
Oklahoma Union Railway (KO&G) -----	48
Oklahoma Union Railway (Sapulpa Union) -----	70-71
Okmulgee Northern Railway -----	63
Osage Coal and Mining Company (Katy) -----	52
 Osage County and Santa Fe Railway (Santa Fe) -----	37
Osage Railway (Muskogee Company) -----	63
Ozark and Cherokee Central Railway (Frisco) -----	67

Panhandle and Santa Fe Railway (Santa Fe) -----	29
Peoples Electric Railway (Muskogee Elec. Trac.) -----	55
Pittsburg County Railway -----	63-64
Poteau and Cavanal Mountain Railroad -----	64
Poteau Valley Railroad -----	65
 Ringling and Oil Fields Railway (Santa Fe) -----	37
Rock Island and Oklahoma Railway (Rock Island) -----	42
 Saint Louis and Oklahoma City Railroad (Frisco) -----	66
Saint Louis and San Francisco Railroad (Frisco) -----	66
Saint Louis, El Reno and Western Railway -----	65
Saint Louis, Iron Mountain and Southern Railway (Mo. Pac.) -----	54
Saint Louis, Oklahoma and Southern Railway (Frisco) -----	67
Saint Louis-San Francisco Railway (Frisco) -----	66-69
Saint Louis, San Francisco and New Orleans Railroad (Frisco) --	67
Sand Springs Railway -----	70
Sapulpa and Oil Fields Railroad (Frisco) -----	68
Sapulpa Union Railway -----	70-71
Shawnee, Oklahoma and Missouri Coal and Railway Company (Frisco) -----	67
Shawnee-Tecumseh Traction Company -----	71
Southern Kansas Railway (Santa Fe) -----	31
Southwest Missouri Railroad (N. E. O.) -----	56
Sulphur Springs Railway (Frisco) -----	67
 Tecumseh Railway (Rock Island) -----	42
Texas and Oklahoma Railroad (Katy) (OC-A-A) -----	52; 62
Texas, Oklahoma and Eastern Railroad -----	71-72
Tulsa and Santa Fe Railway (Santa Fe) -----	37
 Union Electric Railway -----	72
Union Pacific Railway (Southern Branch) (Katy) -----	51
Union Railway (Sapulpa Union) -----	70
Union Traction Company (Union Electric) -----	72
 Webber Falls Railroad -----	72-73
Webber Falls, Shawnee and Western Railroad (Web. Falls) -----	72
Western Oklahoma Railroad (Rock Island) -----	42
Wichita Falls and Northwestern Railway (Katy) -----	52
Wichita Falls and Oklahoma Railroad of Oklahoma (W. V.) -----	73
Wichita Valley Railway -----	73

VI. Bibliography

Interstate Commerce Commission Valuation Reports.

Oklahoma Corporation Commission Reports.

Southern Plainsmen. Rister. Oklahoma University Press, 1938.

Oklahoma History, authorized for use in the Public Schools of Oklahoma.

Files of newspapers published in Oklahoma, especially feature articles in the Daily Oklahoman, published by the Oklahoma Publishing Company, Oklahoma City.

Reports from the Chief Engineer, or from the Engineering Departments of the following railroads:—

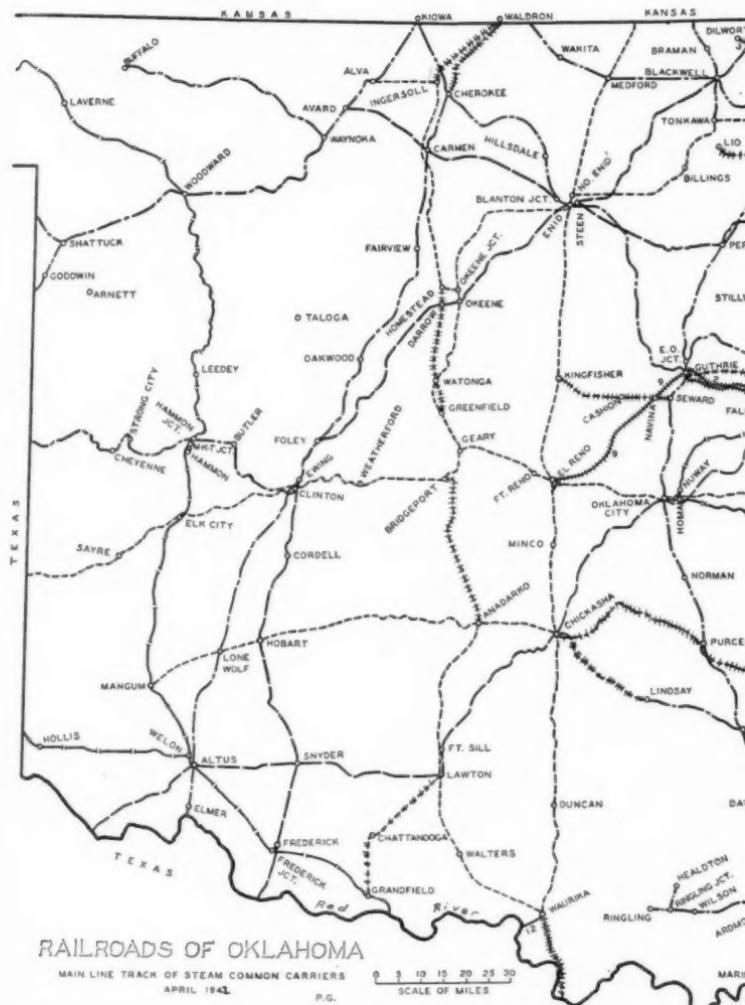
Atchison, Topeka and Santa Fe
Chicago, Rock Island and Pacific
Kansas City Southern
Missouri-Kansas-Texas (Katy)
Missouri Pacific
Oklahoma and Rich Mountain
Saint Louis-San Francisco (Frisco)
Texas, Oklahoma and Eastern

Various issues of Moody's Manual of Railroads.

Thoburn's Oklahoma History (1929), Volume II.

History of the State of Oklahoma (1908), Luther B. Hill.

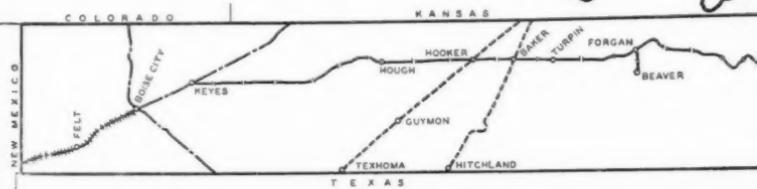
a.
n
i-
s

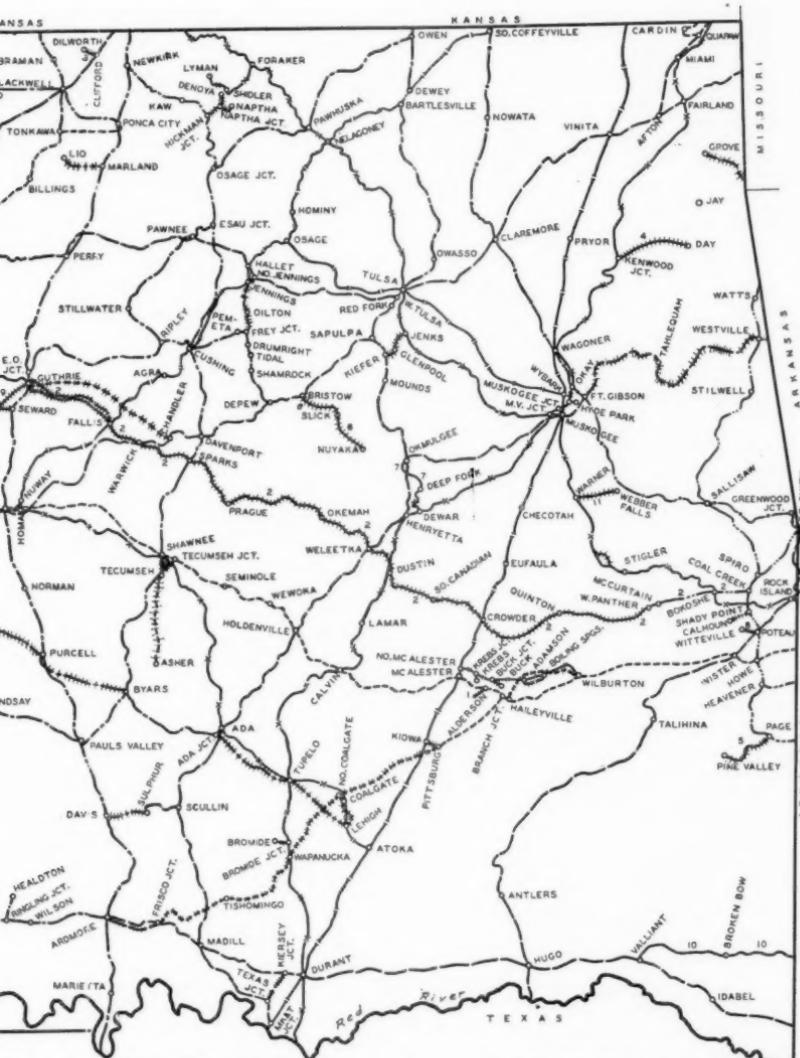


RAILROADS OF OKLAHOMA

MAIN LINE TRACK OF STEAM COMMON CARRIERS
APRIL 1942

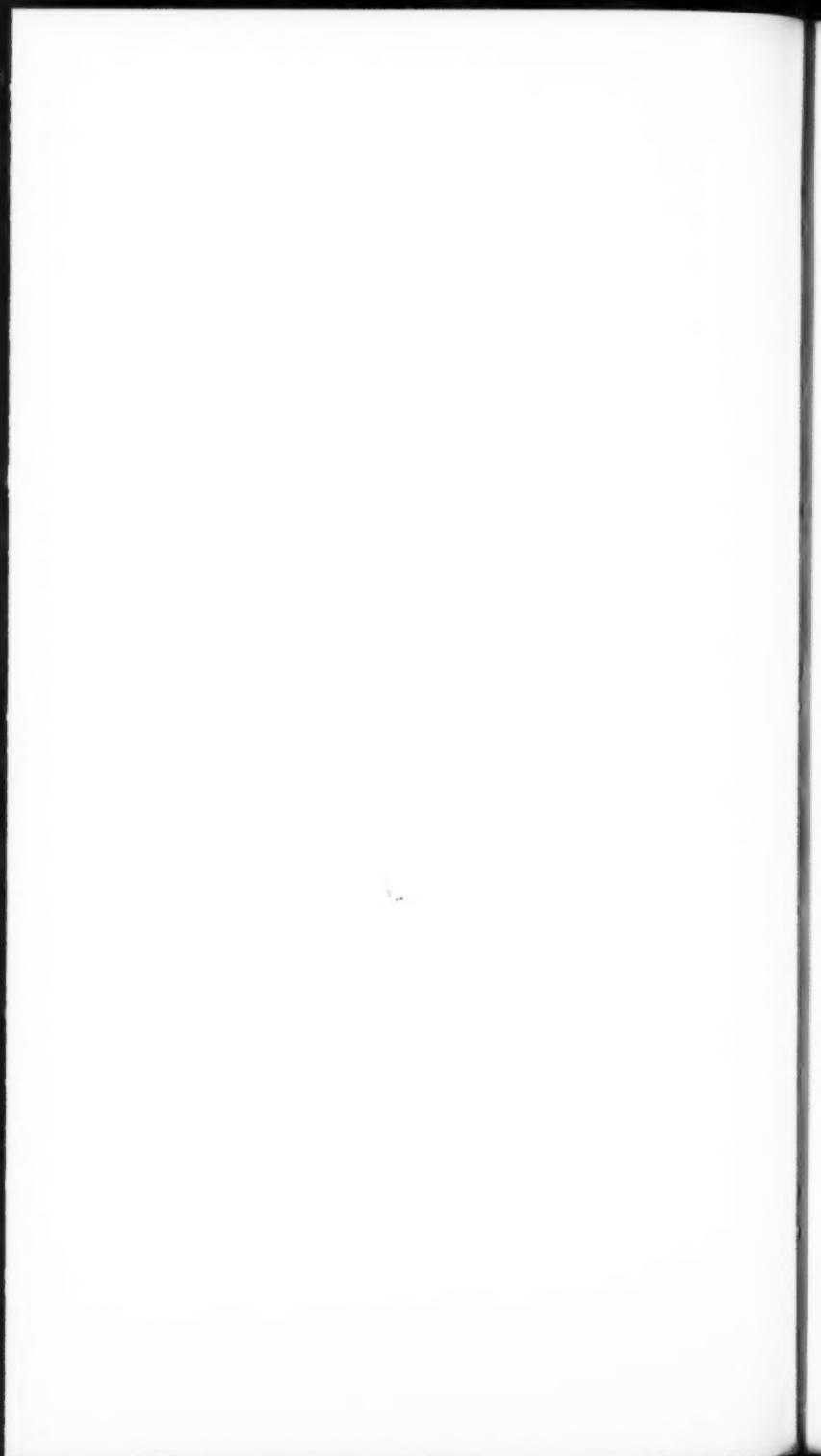
0 5 10 15 20 25 30
SCALE OF MILES





ATCHISON TOPEKA & SANTA FE RY.	-
CHICAGO ROCK ISLAND & PACIFIC RY.	-
KANSAS CITY SOUTHERN RY.	-
MISSOURI-KANSAS-TEXAS R.R.	-
MISSOURI PACIFIC R.R.	-
MUSKOGEE CO (H&G, M&C-A, OSAGE)	X X
ST. LOUIS SAN FRANCISCO RY.	-
CHOCATAW NEWCASTLE & WESTERN R.R.	I
FORT SMITH & WESTERN RY.	-
SMITHSONIAN INSTITUTION	-

OKLAHOMA & ARKANSAS RY.	-	6
OKLAHOMA & RICH MOUNTAIN R.R.	-	5
OKLAHOMA SOUTHWESTERN RY.	-	8
OKMULGEER NORTHERN RY.	-	7
POTEAU & CAVANAL MOUNTAIN R.R.	-	8
ST.LOUIS THE RENO & WESTERN RY.	-	9
TERAS OKLAHOMA & EASTERN R.R.	-	10
WEBBER FALLS R.R.	-	11
WICHITA VALLEY RY.	-	12
ABANDONED LINES KNOWN THUS	-	13



ORLIN H. MEANS

Death has removed another member from our midst and to those who knew him, the passing of O. H. Means is indeed a severe blow.

Born April 12, 1883, near Cameron, Illinois, the son of James and Martha Means, he came to Rock Island as a small boy. Here he received his education, here he married Esther Tanner of Rock Island and raised his family of four children. At the age of 15, in order to help augment the family income, he commenced as a delivery boy for a local laundry. By dint of effort and hard work he took on greater responsibilities and in 1922, he became associated with Mr. Frank Means (no relation) of Chicago, owner of a chain of Clean Towel Service Units and one was set up in the Tri-cities. So capably did Orlin handle this business that in a short time he became a partner in the company, a position he occupied at the time of his death.

As a small boy he lived on 13th street, between 2nd and 3rd avenues of Rock Island, close to that beehive of railroad activity that parallels the Mississippi River. Between 14th and 15th streets, about a block from the river, stood the old C. B. & Q. roundhouse. Here Orlin identified the early engines by their bells or their whistles, the same as many of us could at the turn of the century. Brought up in this atmosphere, it was his ambition to become a locomotive engineer, but fate decreed otherwise, tho' no one questions he would not only have made a good engineer but probably a good official.

About 1899 he became the proud owner of a dollar box camera and from that time he became an eager fan, "shooting" everything in sight that rolled on rails. Years later a better camera was purchased and this accompanied him in his travels through the territory between St. Paul and St. Louis. Frequently the boys accompanied him and with a tent for a shelter at night, cooking out of doors, it is difficult to believe that all did not enjoy themselves.

His one bitter aversion was publicity and he so successfully kept his business and his beloved avocation apart, that few of his friends and associates knew of his deep interest in locomotives and railroads. He was not one to take kindly to an intrusion into his personal devotion to rail history and would brusquely rebuff any inquiry into his activity. To his intimate friends and his Society associates, he would unburden his heart and divulge his long desire to be a locomotive engineer. His knowledge of locomotives, both old and modern, was profound.

Mr. Means was one of the charter members of this Society but his acquaintance with your Editor extends back to 1912 when he was a student at the University of Michigan and we commenced to exchange prints. He preserved and he observed all the fine ethics of this Society, educating and instructing his associates in this hobby of the evils of copying the other fellows photographs. Honorable dealing and a reputable exchange he carefully followed and he expected the same from others. An upstanding figure of a man, lean and hardy, a glutton for work, an independent thinker, but a fine and courteous gentleman whose word was as good as the gold in Fort Knox.

The end came from a heart attack on Nov. 29th last, while shoveling snow from the walks at his residence. His favorite road was the C. B. & Q. and the two publications of this Society, listing their locomotives, represent his monumental effort in this direction. He preferred that the work should appear without mention of his name—that was like him. To his wife and family, we extend our sincere sympathy for those of us who enjoyed his friendship appreciate fully his worth and their loss.

